



Hongkong Daily Press.

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AT THE PLAY

You can have the combined advantage of referring to your programme and watching the stage with equal ease of vision by wearing

BIFOCAL GLASSES

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No. 20,043

號二十四零萬二第

日四廿月七年戌戊

HONGKONG, FRIDAY, SEPTEMBER 15TH, 1922. 五拜禮

號五十九月九年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

IS

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ITALIAN

VERMOUTH

With Cold Water.

OF ALL DEALERS.

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CARTRIDGES!

NEWLY ARRIVED.

A large consignment of ELEY'S
SPORTING CARTRIDGES, 12,
16 and 20 bore, loaded with the Sportman's
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[67]

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

[89]

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m. every 15 minutes	
8.00 " " 10.00 " " 10 "	
10.00 " " 11.00 " " 15 "	
11.30 " " 12.30 p.m. " 15 "	
12.30 p.m. " 2.30 " " 10 "	
2.30 " " 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.00 p.m. every 30 minutes	
11.15 p.m. to 11.45 p.m. every 15 minutes	
SATURDAYS.	
Extra Car—12 midnight.	
SUNDAYS.	
7.00 a.m. to 8.30 a.m. every 15 minutes	
8.30 " " 11.00 " " 10 "	
11.15 " " 12.00 noon " 15 "	
12.00 noon " 1.00 p.m. " 10 "	
1.00 p.m. " 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "	
NIGHT CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes	
9.30 p.m. to 11.30 p.m. every 30 minutes	
11.45 p.m. " " " " " "	

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.

Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
Cheque or Compro Order represented
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS	
Stations	Local
CANTON (En Tai Yai)	dep. 6.00
Shek Lung	dep. 6.15
Shum Chai	dep. 6.30
Shing Shui	dep. 6.45
Yau Ma Tei	dep. 7.00
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SHIPBUILDERS AND ENGINEERS
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PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 6,000 TONS.
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8 TO 90 H.P.
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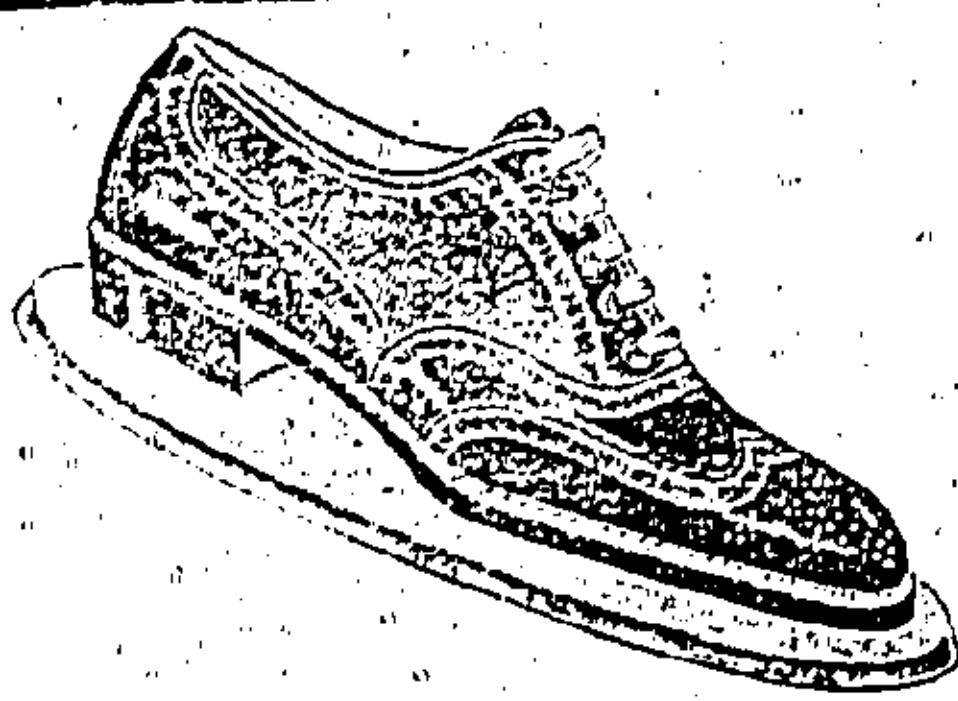
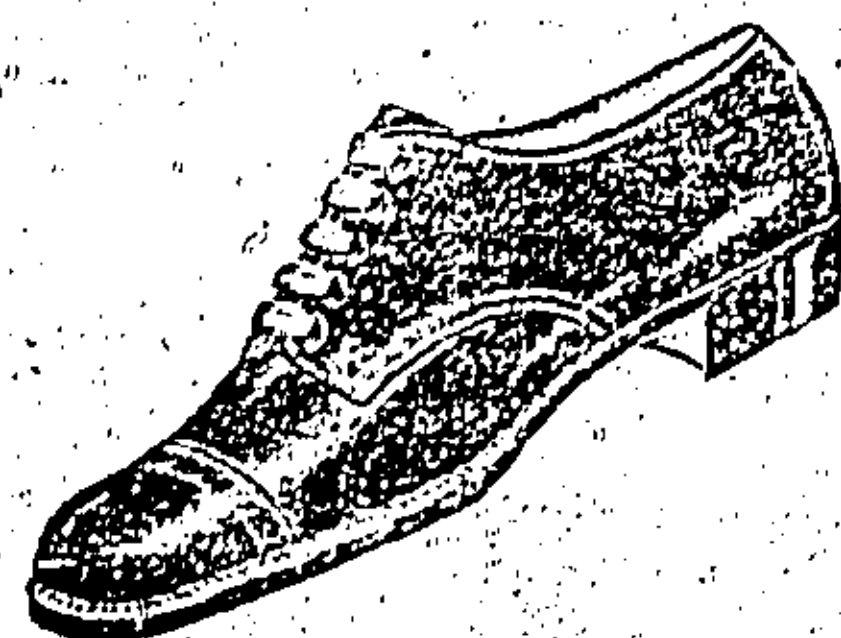
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LARGE
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Various Shapes and all
Widths. Also in Hogue.

PRICES FROM
\$19.50

TO
\$26.50 PAIR.



**WHITEAWAY,
LAIDLAW & CO., LTD.**
SPECIAL AGENTS FOR "SAXONE,"
HONGKONG.

KING'S TRIBUTE TO MERCHANT SAILORS. "MAJESTIC" VISITED.

The King and Queen, who were accompanied by Prince George and Field-Marshal the Duke of Connaught, went aboard the White Star liner *Majestic* in Cowes Roadstead on August 5th, and made an exhaustive inspection of the vessel. The occasion was signalled by a striking compliment to the Merchant Service. The Royal Standard was hoisted on the mainmast of the ship at the express wish of his Majesty. This is stated to be the first time, within living memory at any rate, that such an act of Royal favour has been displayed, but it was the desire of the King thus to testify his appreciation of the great aid rendered during the war by the Merchant Marine. His Majesty believed that no more opportune occasion could have been selected for giving world-wide publicity to the gratitude felt by the people towards the merchant sailor men than on this visit to the largest steamship in the world. As soon as the King stepped on board the Royal emblem was run up to the mainmast, and it remained there until his Majesty left the ship.

When the Royal party, which included the Marquise d'Hautpoul, stepped on board they were received by Mr. Harold A. Sanderson, chairman of the White Star Line, and Commander Sir Bertram Hayes, commander of the *Majestic*. Captain Selwyn Day, of the Royal Marine Reserve, was in attendance on his Majesty as Mercantile Enquiry, while the Queen was attended by the Countess of Shaftesbury. In the Royal suite were Admiral Buller, commanding the Royal yacht *Victoria and Albert*, Sir Charles Cust, Sir Derek Keppel, Colonel Olive Wigram, and Mr. Harry Verney, secretary to the Queen. The King was in naval uniform, and his Majesty was dressed in cream serge and wore a blue-tinted. As soon as the Royal party reached the top of the ship's ladder there were presented to the King a number of officials of the White Star Line. Amongst them were Mr. A. B. Canty, the joint manager of the line, and Mr. Philip Curry, the Southampton manager. Many officers of the ship also had the honour of being presented.

Then commenced a tour, conducted by Mr. Sanderson and Mr. Canty, which occupied about an hour and a half. His Majesty was anxious to see the means provided for escape in the case of disaster at sea, and accordingly a boat filled with seamen in their life-saving rig was lowered. In the course of a few seconds, while the King was looking on, nearly a dozen men donned their belts and jumped into the boat. The seamen on the boat's davits got to work briskly, and the craft was promptly drawn from its resting-place, and in a twinkling was lowered down the deep sides of the mammoth liner into the sea. His Majesty was much pleased with the quickness of the performance, and commented on the importance of that part of the equipment of a passenger-carrying vessel. Mounting to the bridge, their Majesties were shown the latest scientific instruments for navigation.

The King and Queen later entered the upper part of the engine-room and looked down upon the great pieces of machinery which propelled this nearly 60,000 tons vessel. Next, passing along the deck, his Majesty inspected the crew and others. Nearly 700 lined up, and among them many stewardesses and assistants engaged in different occupations on the ship. Seventy-five per cent. or more of the men were decorated for war service, and the King chatted with several of them, and asked particulars as to where and in what capacity they had served during the war.

Having inspected practically every department of the ship, the King and Queen took a light lunch in the restaurant before leaving. When they returned to the gangway to depart Sir Bertram Hayes presented to his Majesty Mr. G. W. Bowyer and Mr. Wallace Caws, the pilots responsible for the navigation of the ship through the narrow waters. His Majesty shook hands heartily with both of them.

The visitors' book was signed by the King and Queen, Prince George, the Duke of Connaught, and others of the party. His Majesty before descending the gangway for his pinnace to repair the Royal yacht also shook hands with Mr. Sanderson and Sir Bertram Hayes, and offered them congratulations on the excellence of all they had seen. The band played the National Anthem, and the crew lined up and gave three cheers for their Majesties. A flight of small motor-boats had assembled close to the *Majestic* when the King and Queen departed, and the occupants also cheered vigorously. His Majesty stood up in his pinnace and acknowledged the greetings by saluting the men on the *Majestic*, and the Queen frequently waved her hand.

The *Mauretania*, which was the first North Atlantic liner inspected by the King, was passing the *Majestic* while the latter vessel was being inspected by his Majesty. When the *Mauretania* reached the *Majestic*, her engines were stopped, and the bugler on the bridge sounded first the attention and then the general salute. The ship's company were formed in line from fore to aft, standing at attention, and the officers came to the salute. At the same time the *Mauretania* dipped her ensign. During the salute the *Mauretania's* band played the National Anthem.

Presiding at the 87th High Court of the Ancient Order of Foresters, the High Chief Ranger, Mr. J. C. Buckwell, declared that friendly societies had never received from the State that recognition to which they were entitled for the great work they had accomplished. That lack of appreciation might cause them to revise their views upon participating in matters political.

BOYCOTTED SEAMEN. UNION LEADERS' QUARREL. PIQUANT CORRESPONDENCE.

As a result of the failure of the Australian Seamen's Federation to accept within its fold British seamen going to Australia in ships built in Great Britain for the Australian Commonwealth line of steamers, piquant letters have been exchanged between Mr. Harold Wilson, M.P., president of the National Seamen's Union, and Mr. Walsh, the president of the Australian union, who led the war-time strike of the Australian seamen, soon after his marriage to Miss Adela Pankhurst, the well-known woman's suffrage leader. Writing to Mr. Harold Wilson, Mr. Walsh said:

"The only boycott of English seamen that I know of is the one in which you conspired with British shipowners to reduce the wages of the men in England. The little birds singing in the bush are full of the story of you and Hugo Stinnes and the story you tried to put across the Hans belonging to the seamen's union of Germany. Now, fellow-worker, O.K.E., M.P., it is fair to try and get the House into your organization against the English seamen that for fourteen years these men would not be allowed to sail in British ships! Didn't you and Lloyd George promise the seamen of England a 'hand fit for heroes'?"

All your speeches since the Armistice have been full of solicitation for the shipping profiteers. Look, fellow-workers, get these shipowners and make them disgorge, and if they are inclined to stand upon the form of their giving, call a national strike of British seamen. Give the shipowners and the Government all they are looking for. Make them disgorge. Then, when they have made it, I am convinced that you have made it. Australia in improving the lot of the seamen is not the result of humble acquiescence in 'master's' suggestions for reduced wages. It is the result of consistent fighting against any attempt by the 'masterclass' to tamper with the working conditions. Get out of the 'master class' yourself. Get into a position where you can force these 'chaps' to come across with some of the 'stuff'.

You know they have robbed the community. It is up to you to force them to locate something to the seamen. In the course of the reply which he has just sent to Mr. Walsh, Mr. Harold Wilson writes:

"I am much distressed by your letter, as I am convinced that you have had a mental breakdown. I would strongly recommend you to a good doctor or nerve specialist, otherwise the consequences might be serious. One realises that your condition is in no way due to shell-shock or exhaustion through serving in ships in the danger zone, nor from any heroic sacrifices in Flanders or elsewhere. It may be due to the fact that the glorious revolution upon which you pin your faith has not been realised to the fullest extent. You suggest that I have been driven from pillar to post by the British shipowners. I do not know whether you got this information from the Australian Press, but it is alleged by some shipowners here that I am the driver, and that I have compelled, and am compelling, them to do things which otherwise would be left undone. There is no misunderstanding on my part as to the agreement that has existed for many years between the Australian and the British seamen's unions. We have regularly transferred our members to the British union without entrance fee. Within the last three years there have been 1,200 of these transfers. You talk of the conditions of the war by hard and persistent work, and you appear to have the idea that if you were at the head of things here you would accomplish a great deal. Why have you remained so long 'down under'?"

You accuse me of sheltering the shipping exploiters and of helping them during the war to fool the seamen by promising them a land for worthy heroes. I have never made any such promise. I have always advised my fellow-countrymen that we could only repair the ravages of the war by hard and persistent work. I am proud of any man who offered his life on the sea or on the battlefield to defend the Empire. I offered my two sons from the first hour of the war, and I know of dozens of shipowners, too old to fight themselves, who sent their sons to the war to make the supreme sacrifice. These are the gentlemen you describe as 'parasites' who 'I supported to wallow in the trough' while they took care to remain away from any danger. Well, there is some excuse for men over 60, remaining at home, but there was no excuse for men of your age following the cue for men of the older men. You describe them as 'parasites'. Were they worse parasites than you? What did you do in the war? Drove your salary and kept the home fires burning? You conclude that I am being 'used' by the 'master class'. I suppose it never struck you how indebted the 'master class' are to men like you? If I were an employer of labour I would subscribe handsomely for a testimonial to men like you, for there are no greater traitors to the working man than leaders, or 'miscalcators', who advise the men to take a line of action which leads them to defeat. It is men of your class who give the employers the opportunity of having all their own way. Of course, I cannot expect a man in your nervous state of health to understand that.

You ask me to rid the seamen of the British shipowners. For what purpose? They serve a useful function in life. They gather together the capital to build ships, which creates employment for thousands of men on shore, and when the ships are built they give employment to thousands of seamen, though they naturally expect to make a profit on the deal. You suggest that I stumped the country with the 'parasites' and left the seamen's wives and children to the tender mercies of my promises. During the last three years I have distributed over £200,000 to the widows and orphans of the men as the result of my own exertions on their behalf. I have established a home at Limsfield worth close on £100,000, and have obtained for it an endowment of £100,000. I have obtained £25,000,000 for repatriation claims for British seamen and their dependents who suffered in consequence of the war, and I have done all this while suffering from ill-health. I am also a cripple. What have you, blessed with health and vigour, done? As the law stands, no German can go on board a British ship, and this will remain so until Germany's debt has been paid in full.

(Continued at foot of next column.)

EX-GERMAN SHIPPING. IMPORTANT CALCUTTA DECISION.

CALCUTTA, August 25th.—At the High Court this afternoon, before the Chief Justice and Mr. Justice Richardson, the Advocate-General applied for the condemnation of certain German ships detained under the orders of the High Court, but which had been subsequently released by the Marshal.

Notice of this application was given in January last, but since then the Privy Council held that, after Article Six of the Hague Convention was adopted by Great Britain and Germany, no enemy ship could be condemned but had to be returned under the Treaty of Versailles. It was provided that the German Government should make over all ships of 1,600 tons and over to the respective Allied Governments by whom they had been seized or detained.

In this particular case, it was not necessary to set aside any order for condemnation. There were altogether six ships so far as the order of condemnation was concerned. There was a seventh ship, the *Reffentels*, which was seized at Colombo and regarding which the Privy Council here condemned certain cargo and released certain cargo to the owners. The condemned cargo had been sold.

The Advocate-General next applied under the instructions of the Admiralty that the sale proceeds should be made over to the Paymaster of the Admiralty for the Naval Prize Fund. In these vessels were certain arms and ammunition which were seized by the Police and made over to the Ordnance Department at Fort William.

The Advocate-General applied for an order that these arms and ammunition be made over to the Controller of Enemy Property here for the purpose of sale.

Lastly, at the time the order of detention was made under the Privy Council rules the Government had either to pay the assessed value of these ships when called upon after the Treaty of Versailles, or to give an undertaking to pay such undertaking.

The Advocate-General applied that the Solicitor to the Government, who had given such an undertaking at the time, be now released from that undertaking.

The Chief Justice, in passing orders, said that as regards the six ships seized, no order for condemnation was necessary. As regards the cargo of the *Reffentels*, they ordered that the proceeds of the sale of that cargo be made over to the Naval Prize Fund to the Paymaster of the Admiralty. As regards the arms and ammunition found in these ships, they were to be made over to the Controller of Enemy Property for the purpose of sale. With regard to the undertaking given by the proper officer of the Crown in respect of these six ships, he was released from that undertaking.

GERMAN SHIPPING ENTERPRISE.
NEW STINNES SERVICE TO THE FAR EAST.

Following the recent announcement that the Hamburg Shipping Company, controlled by Herr Hugo Stinnes, would start a fortnightly cargo and passenger service from Hamburg to the Dutch East Indies, beginning with the a.s. *Hindenburg* on October 14th, comes the report that Herr Stinnes intends to extend his shipping interests to the Far East, says the Amsterdam correspondent of *The Times*:

He proposes to start this Far Eastern service, with four new vessels of nine thousand tons, and two older and larger ships, which will run from Hamburg to Japanese ports via the Dutch East Indian ports and the Philippines. While dealing chiefly with cargo, the ships of this line will have a certain amount of up-to-date passenger accommodation. One of the vessels of the new line, the *Emil Kirdoff*, is at present making her maiden voyage to South Africa, and will, it is stated, be directed to the East on the completion of this trial trip. All the vessels of the Stinnes line will be oil-fired.

BOLLWEEVIL IN "AMERICAN COTTON PLANTATIONS."
A SENATOR'S PROPOSED CURE

A Washington telegram dated Sept. 3th says:—A proposal was made in the Senate to-day by Senator Smith of South Carolina for the suspension of cotton planting in the United States for a period of one year. He said a suspension of planting cotton for an entire season would mean the elimination of the boll-weevil which has done great damage to the cotton crop for many years. Senator Smith predicted wholesale abandonment of cotton farms in the south unless the Government take action to aid in the destruction of the parasite.

mercies of my promises. During the last three years I have distributed over £200,000 to the widows and orphans of the men as the result of my own exertions on their behalf. I have established a home at Limsfield worth close on £100,000, and have obtained for it an endowment of £100,000. I have obtained £25,000,000 for repatriation claims for British seamen and their dependents who suffered in consequence of the war, and I have done all this while suffering from ill-health. I am also a cripple. What have you, blessed with health and vigour, done? As the law stands, no German can go on board a British ship, and this will remain so until Germany's debt has been paid in full.

(Continued at foot of next column.)

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CALLE CUYAS, BARCELONA,
BARCELONA, SPAIN.
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ADVT.

FERRIBLE TRAGEDY ON THE S.S. "FATSHAN."**CHIEF OFFICER MURDERED ON THE SHIP'S BRIDGE.****MURDERER COMMITS SUICIDE.**

A dreadful crime was committed on board the s.s. *Fatshan* just after the vessel left Canton on Wednesday evening. Mr. Thomas Spafford, the chief officer, who had been a resident of Hongkong for forty years, was shot while on the bridge by an Indian watchman.

Whether the man had a sudden access of mania or whether his act was premeditated—the result of brooding over a sense of injury—no one can say. It seems clear that after committing the crime he jumped overboard and was drowned. The Oriental mentality is difficult for the Occidental to understand. It is known that the watchman had been fined \$2, a few days earlier—at the instance of the Chief Officer—for gambling on board, and it is possible—incomprehensible as it may seem—that the man resolved upon murder by way of expiating the injury to his feelings. His regard for his own life being as slight as his respect for the life of another, it may be, also, that he decided beforehand upon suicide and therefore took no precautions to commit the crime under circumstances which might give him a chance of escape. The Indian armed guards, supplied to ships as a protection against pirates are under the control of the Police Department but for purposes of discipline, while on shipboard, they are answerable to the Master of the ship. Difficulty has often been experienced in obtaining obedience from these men, by the captains and ships' officers, as the guards—ignorant of the tradition of the captain's supreme authority while on his ship—often resent, as onerous, the authority of those under whose command they come temporarily.

STORY OF THE SHOOTING.

The tragedy is the more poignant that Mr. Spafford was well advanced in years—73 years of age. At 7.20 p.m. on Wednesday night he was standing on the bridge of the *Fatshan*, waiting to be relieved. With arms folded and elbows on the rail and body stooping slightly forward—a favourite position of his, which he would often retain for hours—Mr. Spafford watched the steamer's course by the Boca Tigris Fort. Passengers who had not yet gone in to dinner were sitting about the deck watching the last fading rays of sunset.

One of the armed guards ascended to the bridge. This would occasion no surprise; the man's orders are to leave their rifles on the bridge if they have occasion to go off duty for a moment, and, if any one troubled to observe the man's action, it would be supposed that he was only complying with that instruction.

To the astonishment and horror of the one or two who seem to have noticed the man's movements, he put his rifle to his shoulder and fired at close range into Mr. Spafford's back. The victim turned about and the assailant fired again, and then the rifle jammed. The man drew his revolver and fired one or two shots from that. This seems to be the general impression of what occurred, but the results of the post mortem examination will tend to verify or correct the details. It was all a matter of a few seconds.

"SHOT IN THE BACK!"

Captain Ritchie, on hearing the sound of firing, dashed out of his cabin. He was in time to hear the dying man say, with a groan, "Shot in the back!" The guard pointed his revolver in the direction of the Captain and of some European passengers who also were hastening to the scene. One shot was fired but no one was hit. The Captain stepped back to get a revolver from the Chief Engineer's cabin and returned to the bridge. When he got back a few moments later, the Indian was not there and a question to the passengers elicited that the man had rushed aft along the boat deck, menacing all who stood in his way, and then jumped overboard. The steamer was stopped and orders given for a boat to be lowered. Meanwhile, the Captain went to the aid of the victim, who had received a dreadful injury to the face, half his right jaw being shot away. Another shot had gone through the left hand but the fatal shot, no doubt, was one which was found to have passed right through the body. Still a fourth had lodged in one thigh. Mr. Spafford was unconscious from this time until he died at 8.20 p.m.

The steamer by this time having stopped, search was made for the Indian but no trace of him was found. He seems to have gone over the side still wearing his ammunition belt and this, in addition to his clothing and boots, makes it unlikely that he was able to swim to shore. At the time, the *Fatshan* was a mile from either bank of the river. Thorough search was also made of the ship lest the man should be hiding anywhere. Inquiry was also made, and will no doubt be pressed at a later stage, as to what the other Indian armed guards were doing whilst the excitement was on.

PANIC ON BOARD.

At the sound of the firing, panic spread rapidly amongst the passengers. It was naturally supposed, by those who had not seen what had occurred, that pirates had either boarded the ship, or declared themselves from amongst the Chinese passengers. There were cries that looting had already begun. The Captain and officers had some difficulty with so many urgent matters claiming their attention—the needs of the dying man, the search for the Indian and the control of the ship—in quelling the prevailing excitement, but ultimately order was restored and most of the time, for the rest of the voyage, was occupied in taking statements from the witnesses of the shooting and of the Indian's subsequent movements.

The armed guards were paraded; one, Khair Singh, No. 204—was missing. His revolver was found; his rifle had apparently gone overboard with him. Empty cartridge cases and defective guards were found on the deck, near the bridge.

When the *Fatshan* reached Hongkong the police were notified and about 2 a.m. the body was removed to Victoria Mortuary where a post mortem examination was made.

Mr. Spafford came to the Colony in 1849, in the days of sailing ships. He was a native of Kingston-upon-Hull. He was employed many years ago at the Naval Yard here and later served the Peak Tramway Company, before Chinese were trained to drive the cars. During the war, when there was a shortage of men in the mercantile marine, owing to enlistments in the Navy, Mr. Spafford, though over 60 years of age, decided to go to sea, and in 1917 he passed the examination qualifying him for a river boat officer's certificate. In Freemasonry he had been a prominent figure and had filled the offices of G.L.L.C., Past Grand Treasurer and Secretary of the Hongkong Chapter, No. 11, A. and A.S.R. He was one of the oldest members of the United Service Lodge, first Master of the Naval and Military S.S. (S.C.) and had also held office in the Scottish District Grand Lodge. He was a 32 degree Freemason of the Scottish Constitution. Mr. Spafford leaves a widow, children and grand children to mourn their loss.

THE FUNERAL.

The funeral took place at Happy Valley Cemetery last night, the Rev. H. Clouston, P.P.C. officiating. A number of ships' officers, including all the officers of the s.s. *Fatshan* and representatives of the China Coast Officers' Guild; also of local Freemasonry followed the body to its last resting place. The coffin was lowered into the grave by Capt. J. T. Ritchie and three of the deceased fellow Masons. Wreaths were received from the widow, from Mr. and Mrs. J. de G. Gonzales (son-in-law and daughter), the District Grand Lodge of Scottish Free-Masonry in Hongkong and South China, the R.W.M. and officers of Lodge Naval and Military, 848, S.C.; Messrs. Butterfield & Swire, the Shipping Department of the China Navigation Co., Ltd., the Superintendent of the China Navigation Company, the Officers and Engineers of the s.s. *Fatshan*, Capt. and Mrs. Ritchie, the Captain and Officers of the s.s. *Heungshan*, the Captain and Officers of the s.s. *Kingman*, the Officers and Engineers of the s.s. *Kingman*, the Wharfingers of Canton Wharf, the China Coast Officers' Guild, the Naval passengers travelling on the s.s. *Fatshan*, on the night of September 13th, the European Revenue Officers, and the Saloon boys of the s.s. *Fatshan*. A large number of the wreaths bore no card.

"ON THE OCEAN WAVE."**NEW HAROLD LLOYD COMEDY.**

How difficult to analyse the taste of a delicious tit-bit, to convey the sensation of a tickle. Just as impossible a task is it to reduce to cold print the precise quality about Harold Lloyd's breezy comedy "A Sailor-Made Man" that has led to its breaking records wherever it has been shown. It comes to the Coronet to-day and those who have seen the begoggled comedian in other roles will look forward to seeing how he shapes as a "gob"—or, as we would say, a griffin—in the U.S. Navy. Needless to say, his incorrigible facetiousness speedily gets him into trouble, but he gets out of it again in his own whimsical fashion. A "Sailor-Made Man" runs to four reels, and is consequently the most pretentious Harold Lloyd picture that has been attempted. Incidentally, the U.S. naval authorities being a long way more approachable than our own would be likely to prove under similar circumstances, Lloyd has the advantage of a real battleship—the U.S.S. *Frederick*—as a background and setting for his clever drollery.

DISGRACEFUL!

Extract from a report of proceedings in the House of Commons, on August 2nd:—

Lieut.-Com. Kenworthy. Does that mean that there are no air-craft defences at Singapore or Hongkong? Mr. Amery. Yes it does. Lieut.-Com. Kenworthy. It is disgraceful then.

MAN CHARGED WITH ATTEMPTED MURDER. VICTIM'S MIRACULOUS ESCAPE.

Yesterday afternoon, at the Magistracy, before Mr. T. W. Ainsworth, the hearing was commenced of a case in which a Chinese is charged with the attempted murder of a paint contractor, named Wen Ko.

The attempted murder occurred on August 20th, at the junction of Aberdeen Street and Staunton Street, a man, coming up behind and firing at close range at the complainant's head. The accused was arrested on the spot.

Dr. D. J. Valentine deposed that complainant was admitted to Government Civil Hospital with a bullet wound in the back of the head. From the appearance of the wound the shot must have been fired directly from behind. The man did not lose consciousness. With the aid of the X-ray he discovered that the bullet had broken up into small fragments, which were scattered all over the muscle at the back of the head. None of these fragments passed through the skull. None of the fragments had been removed. It would have meant a very tedious operation to have done so. The man was now out of danger. The Doctor expressed the opinion that the wound had been caused by a soft-nosed bullet.

The case was adjourned for further hearing.

ROBBED IN KENNEDY ROAD. HIGHWAY ROBBERS HOLD UP TWO CHINESE.

A Chinese youth and his sister were attacked in Kennedy Road, on Wednesday afternoon, and robbed by three men.

According to the story of the complainants, they were walking near the filter beds when they passed three men sitting on the railings along Kennedy Road. The men followed them and a minute later one of the three seized the girl from behind and took a gold bracelet from off her wrist. The bracelet is valued at \$33.

On the entreaties of the brother, who promised to give the robbers his gold watch, if they would not molest his sister, the robbers released the girl and made off, first making sure of the gold watch.

A few minutes later the young couple met Sergeant Mair. They reported the robbery to him. He at once instituted a search for the footpads, but without success.

THE DES VŒUX ROAD ROBBERY.**FIVE MEN ARRESTED.**

As a sequel to the Des Vœux Road robbery, which caused such a great sensation in Hongkong on Sunday night, the 3rd inst., five men have been arrested as having taken part in the robbery. The men were arrested in the Yau-mai district. They have been brought to the Central Police Station, where an identification parade was held yesterday.

SPORT.**CRICKET.****NEW CENTURY MAKERS.**

The list of new century makers this season is gradually increasing, and there are now 14 players who have scored a century in first-class cricket for the first time. They are: O'Connor (Essex), H. O. Hopkins (Oxford), H. L. Dales (Middlesex), Collins and C. S. Hurst (Kent), C. H. Titchmarsh (M.C.C.), R. Tyldesley (Lancashire), Bates (Gloucestershire), J. Ferguson (Scotland), Lieut.-Col. Watson (Sussex), C. Fiddian-Green (Cambridge), Livsey (Hampshire), Macaulay (Yorkshire), and Carter (Derbyshire).

The King has granted permission to wear the following decoration, conferred in recognition of valuable services rendered during the war:—By the President of the Republic of China—Order of the Striped Tiger—Sixth Class: Mr. Thomas Yeomans Pearson, accountant, Canton, Hankow Railway, in recognition of valuable services rendered.

Arrangements are now completed for the translation of the British Pharmacopoeia into Chinese, the cost, about \$1,000, being guaranteed by the wholesale druggists and manufacturing chemists of Great Britain. Mr. E. J. Millard, managing-director of Messrs. Howlett and Son, the druggists, of Charlotte Street, E.C., who have been exporting medicines to China for more than 25 years, said:—Our idea is to give the Chinese a standard work which is known all over the world. The cautious Chinese will not buy any medicine unless it bears its 'chop' or trade mark, and the British 'chops' have great fame in China.

EAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

CHOOSING CHINA'S PREMIER. DEBATE ON TANG SHAO YI'S NOMINATION.

PEKING, September 13th.

There were 341 members present at the House of Representatives this afternoon when the nomination of Tang Shao Yi as Premier came before the House.

The Chief Secretary of the Presidency had scarcely concluded recounting Tang Shao Yi's record on behalf of the nominator, President Li Yuan Hung, when a member asked whether the Government had received a personal reply from Tang Shao Yi regarding the latter's acceptance. Receiving a negative reply, he contended that the Bill should be sent back to the Government, as the House could not vote unless it were known authoritatively that Tang Shao Yi would accept.

Various speakers supported, while others sturdily demanded a vote on the Bill.

BILL SENT BACK TO GOVERNMENT.

The House soon divided into two parties and thereupon Wu Ching lien, the Chairman, proposed a vote on the question whether the Bill itself should be voted on. This was adopted, resulting in 297 being in favour of sending back the Bill.

CHINA'S CRITICAL FINANCES. SHORT-TERM LOAN UNDER ARRANGEMENT.

PEKING, September 13th.

Arrangements are being made, with every prospect of success, for a short-term loan of approximately \$10,000,000 (Mex.) to the Chinese Government from Chinese banks, to be secured by the unencumbered portion of the Russian Boxer Indemnity, which is classed as a gilt-edged security. The price of issue will be 90, but the interest is not fixed. The loan will mature on January 1st, 1926. Its object is the tidying over of the Mid-Autumn Festival, for which \$8,000,000 is required. The bankers have already agreed to the principle of the loan, which will largely remove the danger of a financial crash.

LIKIN TAXES.**ABOLITION REQUESTED.**

PEKING, September 13th.

It is officially stated that the Tariff Revision Conference at Shanghai has decided to request the Chinese Government to issue a Mandate announcing the abolition of likin from January 1st, 1924.

PEKING REPORT DENIED.

SHANGHAI, September 14th.

The Tariff Revision Commission denies the Peking report regarding likin.

CHINESE EIGHT PER CENT. TREASURY NOTES.**PROPOSED ARRANGEMENT UNSATISFACTORY.**

LONDON, September 13th.

In announcing the lack of funds to meet the next Coupon on the Chinese Eight per cent. ten year Treasury Notes, Messrs. Vickers state that have been informed by their Peking representative that the Chinese Government is prepared to secure these notes on the proposed increase in customs duties, which the International Commission is considering, and that, the British Minister at Peking is unable to take cognisance of this proposed arrangement, as the Commission has not yet completed its investigations.

U.S.A. CHINA TRADE ACT.**TAX EXEMPTION FOR FIRMS TRADING WITH CHINA.**

WASHINGTON, September 13th.

The Senate has passed the China Trade Act, providing tax exemption for American concerns doing business with China. By the terms of the Bill, companies will operate under United States charter.

RUSSO-JAPANESE CONFERENCE POSTPONED.

CHANGCHUN, September 11th.

To-day's meeting was postponed, pending instructions from Tokyo regarding disagreement on the nature and scope of the Conference.

The August rubber exports from Malaya in cents of 100 lbs. were 477,500 and the exports for the eight months of 1922 3,562,000, an increase of 1,296,000. The value was \$28,345,000, against \$28,343,000.

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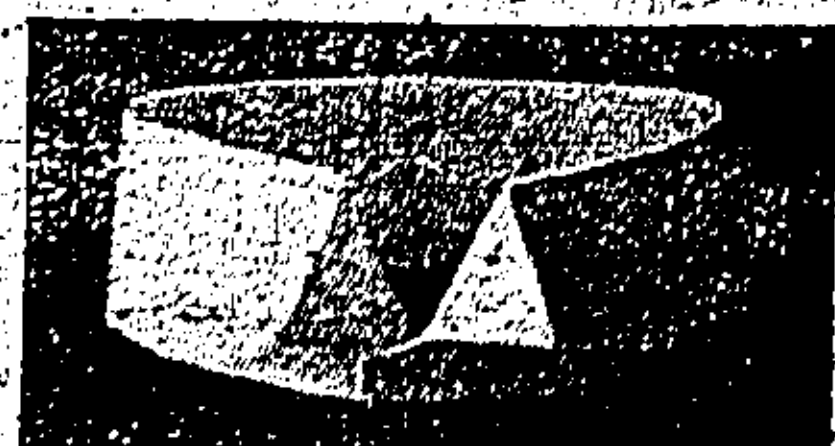
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LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

THE NEAR EAST SITUATION.

ORDER RESTORED IN SMYRNA.

Smyrna, September 13th.
Order has been completely restored, the authorities having taken measures to return refugees to their homes.

Another Greek surrender.
A portion of the Greek army, which was holding out on the Chios Peninsula, has surrendered.

The bulk of the Turkish army, under General Kjal, has arrived at Smyrna.

ITALY ANXIOUS TO RESTORE PEACE.

Rome, September 13th.
The *Tribuna* reports that the Cabinet has drafted a reply to Great Britain, with a view to emphasising the necessity for the re-establishment of peace in the Near East, and avoiding the spread of the conflagration. The newspaper thinks this will result in the rapid summoning of the Venice Conference.

GREEK PRESS RECOMMEND DEFENCE OF THRACE.

Paris, September 13th.
Advice from Athens state that the Press is urging that all necessary measures be taken to defend Thrace to the bitter end. The army there is represented as determined to resist all comers.

Refugees from Anatolia continue to arrive in Greece. Their maintenance is causing serious anxiety.

THE DANGER OF COMPLICATIONS.

London, September 13th.
English papers emphasise the danger of complications in the Balkans. It is now practically certain that the Venice conference will be shelved, and no conference is likely till hostilities in Asia Minor have ceased and a full conference is held, probably in a few weeks' time, at which terms of peace for Turkey will be settled by all the Allies, including Jugoslavians, Rumanians, and even Armenians, which is included in the Treaty of Sevres.

LITTLE ENTENTE PREPARING FOR BALKANS' CONFLICT.

Telegrams today from Athens assert that Jugoslavians are mobilising. She and Rumania have expressed the intention of aiding Greece in the event of a Balkan conflict, which does not exclude dangerous possibilities in the near future.

A MOST SERIOUS SITUATION.

It is pointed out that Thrace may easily become the storm-centre, owing to the existence in Bulgaria of bands of irregulars consisting of Bulgarians and Turks who preferred leaving their homes to accepting Greek citizenship under the treaties of Neuilly and Sevres. Their numbers were greatly increased last year. Any incident, such as their capture of a town in Thrace, might precipitate a conflagration; hence, the forthcoming peace conference will have to deal with the most serious situation in Europe since the war.

Reuter's correspondent at Athens today reports encounters between Bulgarian detachments and Greek detachments at Evros, resulting in the repulse of the Bulgarians.

LEGITIMATE TURKISH ASPIRATIONS.

London, September 13th.
The phrase "legitimate Turkish aspirations" was explained by the French Charge d'Affaires in a visit he paid to the Foreign Office as meaning that fresh Turkish successes must be taken into account in peace-making. This is interpreted by the English Press as meaning that France favours the return of Thrace to Turkey.

DEEP FEELING AMONG INDIAN MUSLIMS.

Simsa, September 13th.
That French Press comments have excited a deep feeling among Muslims in India is regarded as revealing a pro-Greek tendency in British policy. A meeting of Muslim members of the Legislature telegraphed to Mr. Lloyd George impressing the vital need of the British Government observing strict neutrality in the Turco-Greek conflict, and appealing for the restoration of Anglo-Turkish friendship, thus reuniting the British Empire and the Muslim world.

THE "HAMMONIA" DISASTER SURVIVORS BLAME DEFECTIVE PORTHOLES.

Vico, September 13th.
The survivors of the *Hammonia* attribute the disaster to water rushing in through defective coating portholes which were near the waterline, owing to deep loading.

LATEST CABLES.

U.S.A. RAILWAY STRIKE.

SETTLEMENT EXPECTED WITH THIRTY-FIVE PER CENT. OF COMPANIES.

Washington, September 13th.

The Secretary for Labour announces that a virtual settlement of the railway strike has been reached as far as thirty-five per cent. of the companies are concerned.

SIXTY-TWO RAILWAYS CONCERNED IN SETTLEMENT.

Washington, September 13th.
The Secretary for Labour added that the labour railway settlement will affect 65,000 miles of track. Sixty-two railways are concerned in the settlement, which follows the lines of the tentative agreement between the shopmen's and the employers' leaders, for separate agreements with each railway.

FRENCH SEAMEN DECIDE ON STRIKE.

PROTEST AGAINST INCREASED HOURS.

Paris, September 13th.

The executive committee of the Seamen's Unions have decided to call a twenty-three hour strike when the regulations, dealing with hours of labour abroad ship, come into effect.

TRUE BILL AGAINST SIR MONTAGUE ALLAN.

CHARGED WITH NEGLIGENCE SIGNING FALSE RETURN.

Montreal, September 13th.

On the application of the Crown, the Grand Jury brought in a True Bill against Sir Montague Allan, on a charge of negligently signing a false Government return of the condition of the Merchants' Bank for October, 1921.

A cable dated March 24th stated that Sir Montague Allan, president, and Mr. Macnarrow, general manager, of the Merchants' Bank, had been charged with wilfully misstating the financial position of the bank. The proceedings were instituted by the Canadian Minister of Finance. A later message, dated June 22nd stated that the case against Sir Montague Allan had been dismissed.

IRISH IRREGULARS' CAPTURE KENMARE.

BRIGADIER O'CONNOR KILLED.

London, September 13th.

Belated reports of a Nationalist setback are to hand from Kenmare, County Kerry, which the Irregulars captured after seven hours of fierce fighting. Brigadier O'Connor, commanding the Nationalist forces, also his brother, were killed, and 120 of the garrison were made prisoners, but subsequently liberated, ten miles away, after effective control of Kenmare had been secured.

BELGO-GERMAN NEGOTIATION.

BELGIUM REQUESTS GERMANY TO PAY.

Berlin, September 13th.

Belgium has requested Germany to hand over without delay, two treasury bonds payable in gold, of 50,000,000 gold marks each, on account of payment due August 15th and September 15th and to deposit with the National Bank of Belgium 100,000,000 gold marks.

SOVIET ACTIVITIES IN MID-ASIA.

IMPORTANT DEVELOPMENTS ANTICIPATED.

Paris, September 13th.

Advices from Baku state that important events are expected in mid-Asia. A Moscow message announces large concentrations on the Bokhara front. The Nationalists there are preparing to defend the country against possible invasion by the Soviet forces.

OBITUARY.

MISS ANNIE TAYLOR.

London, September 13th.

The death is announced of Miss Annie Taylor, leader of Tibetan Pioneer Mission, who lived in Tibet for many years. She was previously in China, under the Inland Mission.

PREMIER OF MALTA AS JAPANESE CONSUL.

COLONIAL OFFICE REPLIES TO LORD SYDENHAM.

London, September 13th.

A Colonial Office communication has been received by Lord Sydenham, in reference to a question asked by him in the House of Lords, last session, as to whether the Premier of Malta, Mr. Joseph Howard, was also Consul for Japan, and whether the functions were considered mutually compatible.

The letter specifies Mr. Joseph Howard's duties as Honorary Consul and states that these are now being performed by his son, Mr. Robert Howard, and that Baron Hayashi is arranging for the recognition of the latter while the father is in the Ministry.

Lord Sydenham, interviewed by *The Times*, says he thinks the letter unsatisfactory. His lordship does not consider the duties of Consul of a great power at an important naval station, can be wholly of a non-diplomatic character, as alleged. He says that Mr. Howard publicly appeared in the Japanese consular uniform, and his lordship regards this as unacceptable in the Premier of a British possession. He assumes the anomaly is ended by hereditary succession.

EARLIER CABLES.

ST. LEGER RESULT.

WON BY AN "OUTSIDER."

London, September 13th.
The St. Leger result:—Royal Lancer (32-1), 1; Silurian (100-8), 2; Ceylonese (23-1), 3. Twenty-four run. Won by two lengths, another two separating second and third. The winner was ridden by R. Jones; Silurian by Gardiner; and Ceylonese by Frank Bullock.

ROYAL LANCER'S EASY WIN.

The starters were:—Agro (McLachlan), Backwood (Whalley), Baten Rouge (Evans), Bucks Hussar (Childs), Calch (Rulme), Carpathus (Lodson), Ceylonese (Frank Bullock), Coreyan (Cavallaro), Diligence (Lane), Fred Power (N'Neill), Galway Prince (Clark), Gaurisankar (Winkfield), Harpenden (Jellis), Preston Grange (Archibald), Ramus (Garner), Irish Battle (Herbert Jones), Royal Lancer (R. Jones), Silurian (Gardner), Re-Echo (V. Smyth), Villars (Benny), Werwolf (Griggs), Sanhedrin (Donoghue), White Sain (Gray), and Tanglewood (Elliott).

Ramus lost twenty lengths at the start. On setting down Bucks Hussar led from Werwolf, Ceylonese, and Coreyan. About half-way Ceylonese went to the front from Bucks Hussar, Werwolf, Sanhedrin, Royal Lancer, and Silurian. When fairly in the straight Sanhedrin led by a few strides, but close home Royal Lancer challenged and won easily. Gaurisankar was fourth. Time: 3min. 14.15secs.

INDIAN WORKMEN'S COMPENSATION BILL.

A POLITICAL INNOVATION FOR INDIA.

Simsa, September 13th.

A political innovation for India was announced at the Assembly, when Mr. Innes, official member, introduced the Workmen's Compensation Bill. He stated that the measure was cordially approved by the Provincial Governments, Chambers of Commerce and Employers' Associations, but the Burma Government opposed it. The Bombay Government agreed to it in principle, but differed respecting the methods. The Bill is very simple in character and will be circulated for further criticism. There is no intention of rushing it through the Assembly.

L.O.N. DISARMAMENT PROPOSALS.

PROTRACTED ANGLO-FRENCH DEBATE.

Geneva, September 13th.

A protracted Anglo-French debate on the disarmament proposals of the Third Commission of the League of Nations ended in the adoption of a resolution asking the Disarmament Commission to continue its investigations and requesting the Council of the League meantime to submit the Commission's scheme to the Powers, with a view to finding under what conditions they are ready to sign the suggested mutual guarantee pact on which the disarmament proposals depend.

FRENCH INDUSTRIAL LEADER DEPARTS FOR RUSSIA.

AT INVITATION OF SOVIET LEADERS.

Lyons, September 13th.

M. Herriot, the well-known business organiser and founder of the Lyons Fair, has departed for Russia. When it was announced a month ago that M. Herriot was going to Russia at the invitation of Soviet leaders, the French Government denied that he had been entrusted with a Government mission.

IRISH PEACE DISCUSSION.

STRAIGHT TALK BY COMMANDER IN-CHIEF.

London, September 13th.
It is reported in Dublin that Mr. de Valera has conferred with the Commander-in-Chief, Mr. Mulcahy who told him that there would be no peace until all arms had been surrendered.

U.S.A. CONGRESSIONAL ELECTION.

SENATOR LODGE RETURNED.

Boston, September 13th.

Senator Lodge (Republican) has been re-elected by an overwhelming majority.

NOTES ON SCOTTISH SPORT.

CRICKET AND ATHLETICS.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, August 9th.
Aberdeenshire, as the result of their fine win over Forfarshire in the Scottish Counties Championship, now stand in splendid isolation at the top of the table of merit—the only undefeated club in the competition. The victory does not absolutely assure them of retaining the title which they won last year without losing a match, but they bid fair to do so unless something sensational happens in the remaining engagements. Captain Alexander gave the side a splendid lead both in the field and at the batting crease, but the outstanding personality was certainly C. H. Webster, who not only bowled with remarkable success, but got runs at the most critical period. F. Batcher, of the lower batting with confidence; his effort was of no avail, though Andrew Fraser and J. Crichton did their best. Forfarshire's defeat, their first this season, practically extinguished their chances of wresting the title from the present holders. Perthshire had spoils of victory from Stirling County, J. A. Fergusson gave a particularly fine display at the wicket and with the ball.

The Grange-Brunswick match gave Preston another triumph, he secured 7 wickets for 11 runs. Watsonians were in great batting form, though they could only draw with Royal High School. Carlton had a substantial victory over Heriotians.

Nothing in the way of the unexpected happened in the Western Union games. The defeated clubs have been going unevenly of late.

ROWING CHAMPIONSHIPS.

In the Scottish Rowing Association's Championships, W. H. Scouler, Corstorphine, won the single-handed championship, the runner-up being W. Gray, Abbotsford, and Beith in the final defeated Springbois in the rink championship.

CHAMPION ATHLETES.

At the Rangers sports in Glasgow, D. M'Phee, West of Scotland Harriers, won the mile in meritorious fashion, though hampered by a very large entry; E. H. Liddell, Edinburgh University, captured the 220 yards, taking 22 secs. from the two yards mark.

CRICKET RESULTS.

Aberdeenshire, 147; Forfarshire, 129. Perthshire, 122; Stirling County, 109. Clydesdale, 130 for 6; Ayr, 106. Polce, 140; Uddington, 170 for 6. Grange, 184; Brunswick, 40. Carlton, 235; Heriotians, 63. Watsonians, 202 for 3; R.H.S., F.P., 188 for 8. Dunfermline, 133; Arbroath, 61. Greenock, 135 for 8; Glas. Acad., 58.

WORLD THEATRE.

"THE SILENT LIE."

An opportunity to witness William Fox's big Reelart production, "The Silent Lie," is afforded at the World Theatre from to-day till Monday night. It is a strongly acted drama of a false reputation upon the honor of a lady of title, the tragedy it nearly brings to two lives and the ultimate disproving of "the silent lie."

HEADMASTER AND SCHOOL AGE.

"Let your boy remain at school until he is 17 or 18 if you want him to be a fit fighter for his living in the days that are coming, and let him remain till he is 19 if you can. It is the training which brings nature to their highest perfection. Difficulties are the training for difficulties." That is the dictum of the Rev. T. Hedworth, headmaster of Ellesmere College, Shropshire, when addressing the parents of present boys at the annual speech day ceremonies.

Now that the Government has been reorganised at Canton, the demand for adequate reparation from the Macao Government for the shooting of Chinese at Macao on May 31st has been revived. H.E. the Governor of Macao gave an assurance recently to a deputation from the labour organisations that the matter would be taken up in earnest when the newly-appointed Commissioner for Foreign Affairs entered upon his duties. Mr. Lau Yuk Loon, the Commissioner, who was formerly Chinese Minister to London, entered upon his new duties this week.

Madame Pavlova recently sailed from Southampton in the Canadian Pacific liner *Empress of Scotland* for a dining tour of the Orient. She crossed the Pacific from Vancouver in the Canadian Pacific liner *Empress of Canada*. She is going to Tokyo, and will also visit Harbin, Peking, Hongkong, Shanghai, Manila and Java. She is the first famous European ballerina to visit the Far East, and her appearance at the Japanese Imperial Opera House is awaited with great interest. She will subsequently tour India, and may proceed to Australia before she is seen again in Europe.

SHELL SHOCK.

SIGN OF POOR MORALE?

V.C.'s "AWFUL FUNK."

"Shell shock" has been a gross and costly misnomer, the Committee appointed by the War Office, and presided over by Lord Southborough, state in their report which was published on August 8th, and the term should be eliminated from our nomenclature. Witnesses were agreed that any type of individual might suffer from one or other form of neurosis if exposed for a sufficient length of time to the conditions of modern warfare, and that it is extremely difficult to say beforehand what type of man is most likely to break down, the only certain test being exposure to battle conditions. At the same time, it was admitted that there are certain individuals who are unlikely ever to become efficient fighting soldiers. No general characteristics of such individuals were given. It is plain, however, the Committee state, that in the early years of the war medical examination was inadequate, and that many recruits were passed into the Army who were quite unfit to withstand the rigours of a campaign or even in many cases preliminary training.

All the witnesses agreed that much can be done by judicious training, both of the recruit at the depot and of the soldier after he joins his unit. Broadly speaking, the more gradual his training, the better the staying power of the man. As effective measures of prevention the inculcation of morale and discipline stand first. A battalion whose morale is of a high standard will have little "shell shock." Included under the term "morale" are pride, of regiment, belief in the cause, mutual confidence between officers and men, and the feeling that a man is part of a corporate whole.

Commander Holbrook, V.C., giving evidence before the Committee, said that he had no experience of "shell shock" in the submarine service. There were cases of nerves, but under his command "never anyone suffering from 'shell shock.' He said he could not distinguish "shell shock" from nerves. That was so in the Navy.

"If the said you are a captain of a submarine and you have nerves, you have no right to be a captain. All the men's lives depend on you. They can do nothing especially in a submarine. There was nothing, as far as he knew, of the instinct of self-preservation being very much present in the sailor, and the repression of the instinct of running away to avoid danger, did not show itself in morbid manifestations." He added: "I used to feel in an awful funk at times. It is absurd to say you do not. I have yet to meet the fellow who will lie in his ship at the bottom of the sea and be depth-charged and not suffer from cold feet. I felt the strain, but did not realise it at the time; but when you go back to harbour you must have rest. You feel like a washed-out rag. With all these mines around you you do not want a depth-charge too close to send you to glory."

General Lord Horne told the Committee that when he first became acquainted with the term "shell shock" he understood it to apply to "the immediate result of concussion caused by close proximity to a violent explosion." He then found that it was afterwards applied (1) to cases of loss of control of the mind or nervous system, as the result of battle, and (2) later on to nervous breakdown due to strain. He thought it probable that miners and agricultural labourers, and men who lived open-air lives, such as shepherds and game-keepers, were less liable to the disorder than the clerk or artisan. He was of opinion that "shell shock" was more likely to occur in troops which had not had experience of the line, and that they became subject to it "during an engagement, or during and after an engagement in somewhat different form."

He agreed with the regimental opinion that a large number of "shell shock" cases in a battalion may be taken as a sign of poor morale. He did not state it in stronger terms and say that it was a disgrace. As an Army commander he looked with disfavour on a unit in which there was much "shell shock." He placed it in the same category as a unit in which there were many fit fingers missing on the left hand, viz., poor morale. He was in favour of doing everything possible to improve the morale of a regiment. A large number of cases of "shell shock" may result from poor morale, and poor morale may be due to failure in training for the proper state of efficiency. In addition to the ordinary sources of morale, such as justice of cause, pride in regiment, and supremacy in the use of weapons, etc., there is one thing that assists morale very highly—good food and good care taken of the men. It is not only bad morale but physical condition as well that influences "shell shock," which became a serious factor in this war owing to the peculiar character of the war. He thought that in moving warfare we should not experience anything like it.

EFFECT OF EMOTIONAL STRAIN.

Mr. A. F. Hurst, of Guy's Hospital, late officer in charge of the Special Neurological Hospital, Seale Hayne, said that "shell shock" due to emotional disturbance was infinitely more common than "shell shock" due to emotional disturbance. His experience in November and December, 1915, in Lemnos, was that practically every man coming out of the Peninsula was neurotic, whether he was supposed to be fit or not. "Simulation among recruits was probably not uncommon, but among men who had been to the front it was rare.

The worst case of amnesia he saw which got well was a man who knew nothing of himself. He did not even know what his arms and legs were for, and had to be re-educated as you would teach a small baby. That continued for three and a

half years, by which time he developed a childish mind, and then suddenly his memory came back. It was an entirely emotional strain. He had been exposed to no shell explosion at all.

Lieut.-Colonel Viscount Gort, V.C., expressed the opinion that statistics for the various divisions would show that in first-class divisions there was practically no "shell shock." This, the Committee say, is favoured by the general evidence, but such statistics are not available. Lord Gort added: "I think the whole question of training is one of morale and *esprit de corps* and that in face of strong morale and *esprit de corps* 'shell shock' would be practically non-existent."

With regard to the classification of casualties, the Committee state:

1.—Concussion or commotion attended by loss of consciousness and evidence of organic lesion of the central nervous system, or its adjacent organs (such as rupture of the membrana tympani) shall be classified as a battle casualty.

2.—No case of psycho-neurosis or of mental breakdown, even when attributed to a shell explosion or the effects thereof, should be classified as a battle casualty any more than sickness or disease is so regarded.

3.—In all doubtful cases it is desirable to have the classification determined by a board of expert medical officers after observation in a neurological hospital.

Dealing with the question of prevention, the Committee recommend:

(A) Training.—(1) Every possible means should be taken to promote morale, *esprit de corps*, and a high standard of discipline.

(2) Training should be sufficiently prolonged to ensure that the soldier is not only physically fit and efficient, but also that he has had time to acquire such a standard of morale as will enable him to put the welfare of his unit before his own personal safety.

(3) Close observation should be made by officers, both regimental and medical, and by non-commissioned officers of the unit on individuals during the whole of their training, so that abnormalities from which mental or nervous instability may be inferred may not be overlooked. For this purpose there should be the frankest co-operation between regimental and medical officers.

(4) The study of character, so far as it is applicable to military life, is recommended for all officers with a view to teaching man-mastership.

(5) Special instruction should be given to Royal Army Medical Corps officers in the psycho-neurosis and psychoses as they occur in war, and selected officers should be encouraged to specialise in the study of these disorders.

(B) On Active Service.—(1) The practice of withdrawal of officers and men showing incipient signs of nervous breakdown or over-fatigue for rest either in battalion or divisional area should be officially recognised and systematised.

(2) So far as the military situation permits, hours of duty in the front line in stationary warfare should be short, especially in bad sectors. Adequate rest and organised recreation should be provided for units when out of the line.

(3) Monotony should be avoided by changing units, as circumstances permit, between fronts and sectors. Leave home should be encouraged.

(4) The promotion of all measures making for good sanitation and the physical comfort of the men, both in the line and also in rest billets and base-depots, should receive constant attention.

(5) Rest of mind and body is essential in all cases showing signs of incipient nervous breakdown, and when possible it should be given under conditions of security and comfort and freedom from all military duties.

(6) The fullest use should be made of convalescent depots for retraining and hardening men discharged from hospital. These units should invariably be pervaded by an atmosphere of complete cure.

The above recommendations, suitably modified to a particular circumstances, should be applied to the other fighting services.

NEUROSIS OR COWARDICE?

No soldier, the Committee recommend, should be allowed to think that loss of nervous or mental control provides an honourable avenue of escape from the battlefield, and every endeavour should be made to prevent slight cases leaving the battalion or divisional area, where treatment should be confined to provision of rest and comfort for those who need it and to heartening them for return to the front line. When cases are sufficiently severe to necessitate more scientific and elaborate treatment they should be sent to special neurological centres as near the front as possible, to be under the care of an expert in nervous disorders. No such case should, however, be so labelled on evacuation as to fix the idea of nervous breakdown in the patient's mind.

In recommending certain forms of treatment, the Committee state that the establishment of an atmosphere of cure is the basis of all successful treatment. The Committee are of opinion that the production of the hypnotic state and deep hypnotic sleep, while beneficial as a means of conveying suggestions or eliciting forgotten experiences, are useful in selected cases, but in the majority they are unnecessary and may even aggravate the symptoms for a time. They do not recommend psycho-analysis in the Freudian sense. "In many cases it is extremely difficult to distinguish cowardice from neurosis, since in both fear is the chief causal factor," state the Committee, and they recommend that the system pursued in France in the late war of obtaining the best possible expert advice when any medical question or doubt arose, before or at trials for serious military offences, or on subsequent review of the proceedings of the Court, should be followed in the future.

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JUDGE'S HUMOUR.
FOREIGN LANGUAGE CONTESTS.

Lord Justice Scrutton delighted the boys of Christ's College, Blackheath, on July 22nd, when at their Speech Day celebrations he distributed the prizes and delivered a racy address, brightly illustrated by amusing anecdotes. Speeches had been rendered in Latin and French, but his lordship expressed himself as unmoved. A judge of the King's Bench Division was used to such incidents. In every country town a judge visited on circuit the head boy of the grammar school, in accordance with a precedent handed down for centuries, sent him an address telling him what an all-powerful and all-wise person he was. The head boy also pointed out how very hard worked he and his fellows were, and that the one thing which would restore them to their ordinary state of health was that his Majesty's judge should order the headmaster to give them a holiday. (Laughter and cheers.)

"This," said Lord Justice Scrutton, "is all couched in the most excellent Ciceronian Latin, and the first two or three the judge receives rather astonished him. They are not always worded with the greatest tact. For instance, the head boy of the Monmouth Grammar School addressed me as 'Vir amplissimus.' (Laughter.) I weighed seven-eighths stone, and the word was not 'had one, but it was not very tactful. (Laughter.) Fortunately his Majesty's judges have found a way of scoring off the boys. Sometimes the judge is himself a linguist; sometimes his marshal knows some odd languages. The correct thing to do is to answer that head boy in a language he has never previously heard of. The head boy at Winchester was much astonished to get a letter in a language which looked all 'd's' and 'j's.' Neither he nor some of the masters could make head or tail of it until it was found to be some kind of low Flemish patois. (Laughter.) Another boy was knocked off his perch by being addressed in Portuguese, and another was addressed in Arabic, then he was not so ready with his foreign languages." (Laughter.)

Continuing, Lord Justice Scrutton said he had been interested to hear that the boys chose their own prize books. "It reminds me," he said, "of an American who went into a London tea shop and asked for a boiled egg and a kind word. The waitress brought him the egg, said but nothing. When he asked, 'Where is the kind word?' she leant over to him and said, 'Don't eat it.' (Laughter.) When I was a boy the kind word that would have accompanied a prize would have been, 'Don't read it.' (Laughter.) It was gratifying that the march of common-sense had led to boys getting prizes they could enjoy getting.

Boys were the most important people in England to-day. He suspected they were thinking to themselves, "That old buffer is pulling our legs." He was not, for the boys of to-day would be responsible for maintaining the honour and the greatness of this country. In large parts of South America, particularly the Argentine Republic, if a man wanted to aver solemnly that what he said was true, he said, "On the word of an Englishman." That was one of the most wonderful testimonies to the English character, and it was for the boys to see that their characters were such as kept up with that "word of an Englishman." (Cheers.) One of the objects of the school was to form character. It used to be, and he imagined it still was the case, that at the great school at Eton the amount of book-learning the boys got was perfectly contemptible—(laughter)—but the character they got at Eton by the training in their houses, the responsibility of the head boys of the houses, and the general tone of the school were such that it was one of the most valuable assets of England. To the boys who had got prizes he would say, "Keep on," and to those who had not got prizes, "Don't be discouraged." There were now to his knowledge four judges in the highest division of the English Bench who never got a prize at school and were generally at the bottom of their form. (Laughter.) To-day they were among the most trusted judges on the Bench, because they had kept on working and developed late. Sometimes it was the finest flowers that bloomed the latest. (Laughter.) It did not matter whether one gained prizes or not, so long as he did his best.

MARRIED IN HASTE.

New York, August 10th.
An Elkton (Maryland) telegram to the Chicago Tribune states: "Miss Peggy Udell, former member of the 'New York Follies' 'bary of beauty, has won her contest with the young Philadelphia millionaire, Mr. John W. Montgomery, who insisted that he was so drunk when he married Miss Udell that the wedding did not count. The Circuit Court here has held that the marriage is valid, and that, drink or no drink, the gilded young man of the Quaker actress, who fought to maintain the position of wife. The marriage was one of the sensations of the early part of the year. Montgomery and the actress had been together during the evening. In the early hours of the morning of January 26th they motored to this city and aroused the Rev. Daniel F. Lockerie, who married them. Montgomery went back to his home in Philadelphia. His mother took him to task for the escapade, and immediately suit was filed to annul the match. The Court's decision says: 'The escapade of January 26th was fraught with serious results, and though the marriage was contracted hastily and lightly, it cannot be dissolved except for all-sufficient causes; it is too solemn a state and too essential to the morals and the well-being of society to be otherwise regarded. On January 26th the plaintiff admitted companionship with his wife. There was no hostility; on the contrary, they greeted each other with affectionate embraces.'

J. B. LAL.

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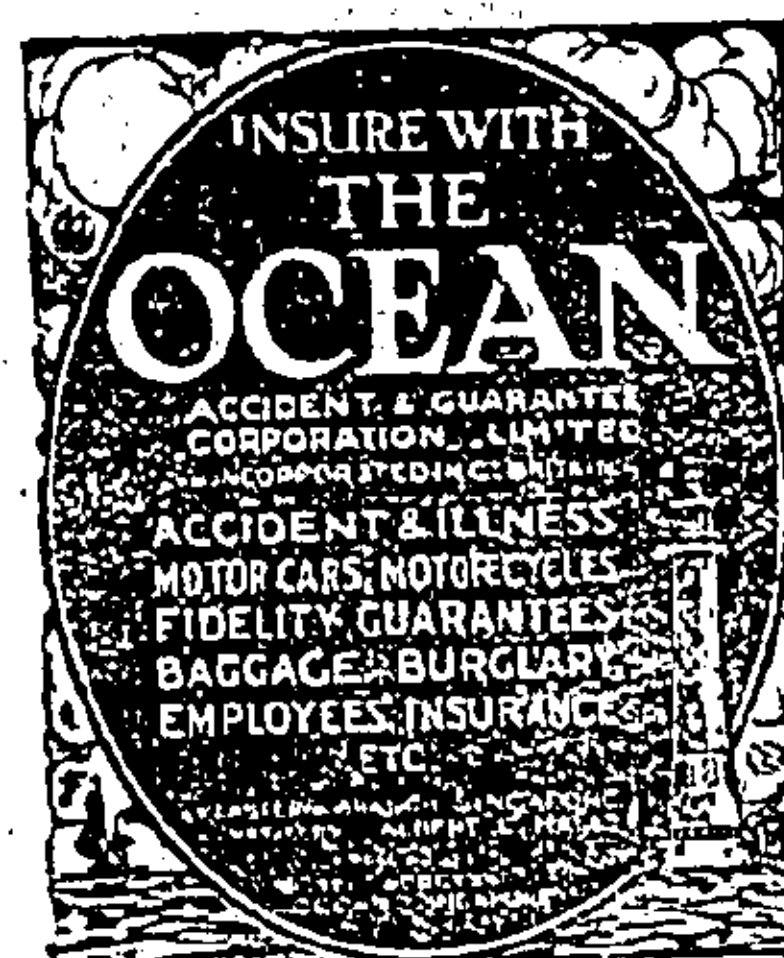
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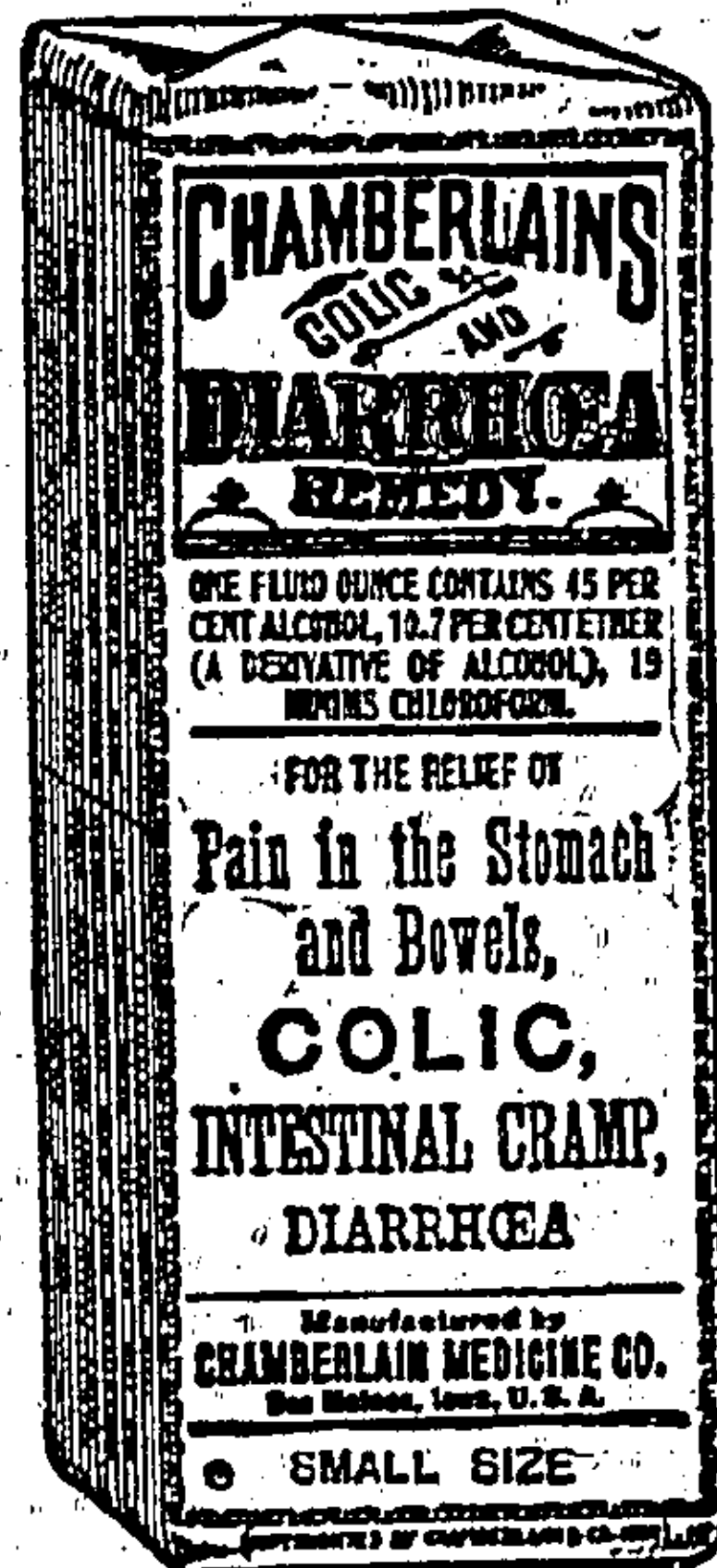
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THE CHURCH AND GAMBLING.

BISHOP CHANGES HIS OPINION.

The Bishop of Rangoon writes to the Rangoon papers:—"At the result of the enquiries I have made, I am clear that the Diocese must not accept the money so kindly offered, or now even actually given, by the Turf Club to institutions under our care. If it were accepted the spiritual work of the Church would, I feel sure, be seriously hindered, and, that being so, there is nothing for it but, with my own sincere apologies to any to whom they are due, to say that we must get on as best we can without this money."

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TJILATJAP	JAVA	in port	15th Sept.	SAIGON
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TJISONDARI	JAVA	15th Sept.	23rd Sept.	SHANGHAI
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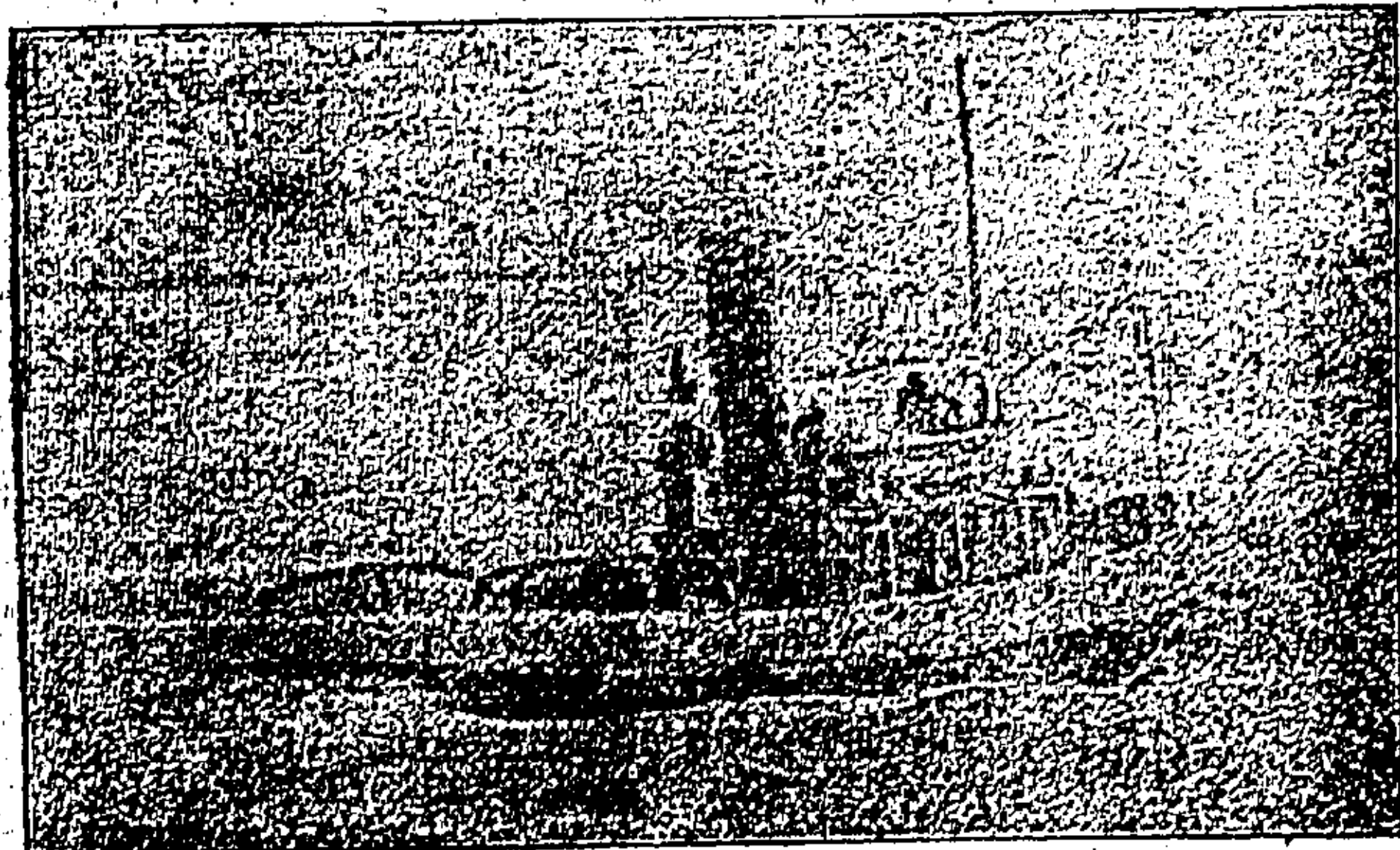
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OUR LONDON LETTER.

THE MURDER TRAIL IN SOUTHERN IRELAND.

GERMAN WAR METHODS OF THE REPUBLICANS.

DEATH OF LORD NORTHCLEFFE.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 17th.

CONDITIONS IN IRELAND.
The Irish "Republicans," following the lead of the impossible Mr. de Valera, are now engaged almost entirely in the business of murdering and looting in the country. There is no longer even the pretence of achieving a definite political advantage. When they are not killing they are engaged in the congenial occupation of robbing their fellow-citizens. Their methods are curiously similar to those of the Germans in Belgium. What they do not want or are unable to carry away they destroy. One wonders how the unfortunate country will emerge from the appalling ordeal.

It is said here that the de Valerians, realising that they are discredited both in Ireland and abroad, are deliberately destroying property in the belief that they are thereby inflicting injury on England. They assume that the British taxpayer will foot the bill later on, and they argue that the more they burn and pillage the more the Englishman will have to pay. It seems a pity that the Cabinet have not issued a clear and definite statement on the subject so as to make it clear that losses inflicted on Ireland by the rebels will have to be made good by the Irish themselves.

Another reason given for the wholesale destruction is that Britain may be provoked to intervene. But this is about the last thing that will happen. The policy adopted by the Government is to hold aloof, for to do otherwise would be to play the rebels' game. Nothing would serve them better than to be able to say this country could not be trusted even after the Treaty had been signed.

MR. ARTHUR GRIFFITH.
Mr. Arthur Griffith, the President of Dail Eireann, who has passed away suddenly in Dublin was the brain of the Sinn Fein movement. Below the middle height, with a broad back and deep chest and a powerful jaw, he conveyed the impression of power. He had small, shrewd eyes that assumed a quizzical expression behind the pince-nez he always wore. Mr. Griffith began life as a compositor. There was nothing of the typical Irishman in his appearance or manner. He was quiet and deliberate in speech, and almost shy. It is all to his credit that he never countenanced physical force as a means to gain the ends he had in view; and it was mainly because of this that he came into conflict with the so-called Republicans. Mr. de Valera hated him, but he defeated the rebel leader by force of logic and by his courage in defence of the Treaty when that historic instrument was before the Dail for ratification.

HIS WORK AND POLICY.

Instead of relying on the gun Mr. Griffith used his pen. In 1906 he started the *Sinn Fein* newspaper, a small sheet which he wrote himself and also set the type. He proceeded to prove that neither Home Rule, as understood by Mr. Remond and his supporters of the Nationalist Party, nor Fenianism was the goal to be reached. Instead, he outlined a very broadly conceived scheme for the building of a nation, which embraced the Irish language movement, the industrial revival, Sir Horace Plunkett's co-operative movement, plans for an Irish mercantile marine, Irish Consuls abroad, propaganda in the foreign Press, and so forth. Although his followers in these days numbered only a few thousands, Mr. Griffith never lost faith, and never wavered.

His first triumph came when Sinn Fein swept Southern Ireland at the General Election in 1918. The Nationalists were practically wiped out as a political force. His next triumph was when he was released from prison—it has never been clear what the charge against him was—to take part in the Downing Street conferences that led up to the Irish Treaty. Now, he has died without seeing the final triumph of the cause to which he devoted his life. His death renders the task of straightening out the tangle of rivalries and hatreds that are so rampant in Ireland to-day all the more difficult. His actual position was President of the Dail, the chief executive office being held by Mr. Michael Collins, as head of the Provisional Government.

THE PIRATE BUS.

A diverting comedy is being played in the streets of London between a chocolate-coloured "Express" bus and the London General Omnibus Company, which has a monopoly of this kind of traffic with buses numbering thousands. The pirate bus is owned and run by three ex-Service men, who have set out to make a living, plying for hire in competition with the combine. It is like David and Goliath; and the sympathy of the crowd is all on the side of the dauntless little challenger.

What appeals particularly to the sporting instinct of the man in the street are the tactics employed by the huge L.G.O.C. They have detailed two of their buses to shepherd the "Express" one in front and the other behind, so as to snap up its fares. The comedy is played daily on the classic route between Liverpool Street and Victoria. To worry and mislead the attendant buses of the combine, their victim frequently displays misleading direction boards. They will produce a board marked "Richmond" at the moment that "Generals" confidently set their "bonnets" in the direction of the Strand; and thereupon there is panic on board the two sleuth-bounds, passengers being hurriedly asked to alight and to accept the return of their money. The man in the street enjoys the fun, and the conductors of the "Generals" are deluged with satire. No doubt the combine fear that if the pirate makes good others will also appear on the streets and threaten their monopoly.

DR. WELLINGTON KOO.

The cabled report that the Peking Cabinet have appointed Dr. Wellington Koo, late Chinese Minister in London, to the portfolio of Foreign Affairs has given rise to favourable comment in the Press here. As typical of what is said I may quote the *Daily Mail*, which remarks that the war is being prepared for a new era of unification and peace in China where it is sorely needed. Dr. Koo's presence at the Foreign Office, the paper adds, "is a guarantee that British and foreign interests generally will receive due consideration, and that the co-operation of Europe and America will be welcomed in developing trade with China, which is potentially the biggest market in the world."

178 MILES AN HOUR.

This year's Air Derby round London was remarkable for the feat accomplished by Mr. J. H. James with a Mars I. aeroplane, generally known as a Bamel. He covered the double circuit round outer London at a speed of over 178 miles an hour. Last year the Bamel secured the world record for a short-distance flight over a measured kilometre (1,100 yards), which it covered at the rate of 212 miles an hour; and it also won the Air Derby of 1921 at the rate of 163 miles an hour. This wonderful performance is used by a section of the Press to "ginger" the Government in the matter of aeroplane construction so as to keep this country in the forefront of the nations. Those (if there be any) who dream of the millennium and peace on earth for evermore should note that the agitation for new aeroplane design and ceaseless activity in construction of machines and the training of pilots is avowedly to enable us to be ready for the next war. The Great War, which we were told was the "war to end war," evidently failed in that respect.

AIR TOURISTS.

On the question of flying, it is remarkable how rapidly the airways, instead of the railways or the railways, are being used by tourists. The Americans visiting Europe this Summer have broken the records for getting round to see the sights, and many of them by travelling by air have crammed into three weeks what could not have been done otherwise in less than a couple of months. This week a party of over 50 American girls came over from Paris to London by aeroplane in one day, four machines taking them by making two journeys. Similarly, it is reported that at least three families have been touring about the Continent in aeroplanes. Mr. Seymour Cromwell, President of the New York Stock Exchange, has just left London for America, after a motor trip through Southern Europe with his wife and two sons, concluding with a visit, accompanied by one son in an aeroplane, to Northern France, Belgium, Holland, and Switzerland in the space of a few days. He had breakfast in Amsterdam and luncheon in London on the same day, and next morning left Southampton for New York. Some Americans predict that in five years European travel will be revolutionised by aeroplane.

LORD NORTHCLEFFE.

Lord Northcliffe's death evoked a remarkable tribute in the Press to his personality and romantic career. Mr. T. P. O'Connor, M.P., writing in the *Daily Telegraph* what I regard as the best memoir that has appeared except that in the *Times*, says Lord Northcliffe was so poor when he was engaged in free-lance journalism at the age of twenty that he used to walk from Clapham to Hampstead, where his people lived, because he could not afford the coppers required for payment of the fare. He was in lodgings, and the pilgrimage to Hampstead was made on Sunday, mainly because he was sure of a good meal once a week by going home. If this is not an exaggeration—the kind of legend that grows round every man who has had an extraordinary career—it shows what a wonderful achievement it was for the young Harmsworth of those days, less than forty years ago, to have won world-wide fame in the calling of his adoption and also wealth "beyond the dreams of avarice."

The praise bestowed upon Lord Northcliffe by his old assailants in the Press is generous to a degree. But the point is very rightly made that his success was due to realising what the section of the public who do not think wanted, and then supplying that want. There are vast numbers who like to have their thinking done for them, and it was to those that Northcliffe appealed in the scores of papers he brought out in bewildering succession from the outset of his journalistic career. He knew little and cared less for the deeper currents of life; it is said that he had no philosophy of life at all; but he did know with a clearness of perception that amounted to genius what the man in the street was interested in, and what he was likely to say and do, not merely to-morrow but the day after. He thereby gave definite expression to the half-formed opinions of the multitude, and could claim to lead public opinion, and what was more important in his view, to be on the winning side. This last consideration was of paramount importance, and it explains why the Northcliffe papers sometimes turned right-about-face without the slightest hesitation on public questions.—H.B.

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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

NEWCHWANG & ANTUNG	via NINGPO	"WAISHING"	Friday	15th Sept.	Noon
MANILA	via SWATOW	"LOONGSANG"	Friday	15th Sept.	8 p.m.
TSINGTAI	via SWATOW	"TINGSANG"	Sunday	17th Sept.	Noon
TSINGTAI	via SWATOW	"FOOSHING"	Tuesday	19th Sept.	Noon
BANGKOK	via SWATOW	"CHAKSANG"	Tuesday	19th Sept.	Noon
TSINGTAI	via SWATOW	"HOPSANG"	Thursday	21st Sept.	Noon
TSINGTAI	via SWATOW	"CEIPSHING"	Friday	22nd Sept.	8 p.m.
TSINGTAI	via SWATOW	"FOOKSANG"	Monday	25th Sept.	Noon
BANGKOK	via SWATOW	"DRUPAR"	Tuesday	26th Sept.	8 a.m.
HAIPHONG	via HOIHOW	"HINGSANG"	Wednesday	28th Sept.	3 p.m.
SANDAKAN	via CALCUTTA	"MAUSANG"	Thursday	29th Sept.	3 p.m.
TSINGTAI	via SWATOW	"KITSANG"	Saturday	30th Sept.	3 p.m.
KOBE	via SWATOW	"LAISANG"	Thursday	6th Oct.	Noon
KOBE	via SWATOW	"NAMSANG"	Tuesday	10th Oct.	Noon
KOBE	via SWATOW	"HOSANG"	Sunday	15th Oct.	D.L.

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SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued.

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"GLENOGLE"	24th Sept.	Genoa, London, Antwerp, Rotterdam & Hamburg.
"GLENVAY"	27th Sept.	Genoa, Marseilles, London, Antwerp & Hamburg.
"GLENAPP"	30th Sept.	Genoa, Marseilles, London, Antwerp & Hamburg.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENADE"	24th Sept.	Genoa, London, Antwerp, Rotterdam & Hamburg.
"GLENARIFFE"	27th Sept.	Genoa, Marseilles, London, Antwerp & Hamburg.

Movements are subject to change without notice.

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WEEKLY PRESS, July to December,
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SHIPPING NEWS

ARRIVALS

September 14th.
Hirano Maru, Japanese str., 347 tons, Capt. J. Hoshino, from Keelung, with coal.—Suzuki & Co.
Hutchins, British str., 1,222 tons, Capt. J. E. De Wolf, from Tientsin, with a general cargo.—B. & S.
Yoshino Maru, Japanese str., 3,573 tons, Capt. Nobuo Shibata, from Melbourne, with a general cargo.—N.Y.K.
Fue Yang Wu, British str., 515 tons, Capt. Wm. Ross, from Hobei, with a general cargo.—Cheong Yee S.S. Co.
September 15th.
Apsey, British str., from Canton.
Armenestan, British str., 3,220 tons, Capt. A. J. Raine, from Singapore, with sugar and a general cargo.—China Mail S.S. Co.
Hanka, Danish str., 1,049 tons, Capt. E. Juel Hansen, from Bangkok, with a general cargo.—Mannors & Backhouse.
Chakung, British str., 1,107 tons, Capt. C. W. Falk, from Bangkok, with rice and a general cargo.—J.M. & Co.
City of Bristol, British str., 3,900 tons, Capt. W. Gray, from Shanghai, with a general cargo.—Bank Line.
Empress of Canada, British str., 12,511 tons, Capt. A. J. Bailey, from Vancouver, with a general cargo.—C.P.S. Ltd.
Georgi, French str., from Canton.
Madawla, British str., 1,277 tons, Capt. Chas. Spittle, from Bangkok, with a general cargo.—Wo Fat Shing.
Hok Chuan, Chinese str., 356 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—Wo Hing & Co.
Zacharia, French str., 1,775 tons, Capt. Casanova, from Pukhoi, with a general cargo.—Kai Yee.
Sinking, British str., from Canton.
Tean, British str., 1,336 tons, Capt. R. F. Mitchell, from Manila, with a general cargo.—B. & S.
Thong Sui, Chinese str., 1,056 tons, Capt. Khun Harn, from Bangkok, with a general cargo.—B. & S.
Tingung, British str., 1,232 tons, Capt. Chander, from Shanghai, with a general cargo.—J.M. & Co.
Tydeus, British str., 4,779 tons, Capt. H. Wilkinson, from Singapore, with a general cargo.—B. & S.

CLEARANCES

September 14th.
Vadavella, for Saigon.
Chongshing, for Tientsin.
Hongchow, for Weihaiwei.
Houai Maru, for Hobei.
Hutchins, for Canton.
Hydrangea, for Swatow.
King Yuan, for Swatow.
Kojan Maru, for Canton.
Pasat, for Canton.
Phra Nang, for Hobei.
Nachisa, for Hobei.
Sembilan, for Manila.
Tokyo Maru, for Canton.
Tingung, for Canton.
Tjuntung, for Saigon.
Van Vollenhoven, for Pukhoi.
Yoshino Maru, for Nagasaki.

SHIPPING MOVEMENTS

The Pacific Mail s.s. *President Cleveland* left Manila yesterday morning, and is expected to arrive at Hongkong at about 5 p.m. to-day. She will be despatched on Monday, September 18th, at noon.
 The s.s. *Clauca* (Blue Funnel) left Port Said on September 6th for London, Rotterdam and Hamburg.
 The N.Y.K. s.s. *Tanaka Maru* (Australia line) left Kobe for Hongkong and Nagasaki on September 12th, and is expected here on September 18th.
 The R.M.S. *Empress of Asia* arrived at Kobe on September 12th, at 5.30 p.m., left there at noon the following day, and is due at Yokohama on September 15th, at 8 a.m.

PASSENGERS

ARRIVALS

Per N.Y.K. s.s. *Foshima Maru*, from Australia.—For Hongkong: Mr. and Mrs. H. C. Asche, Miss M. E. Ferguson, Mr. W. Shearman, Mr. and Mrs. G. E. Tucker, Mr. and Mrs. Weitzer, Mrs. G. D. Mellraith, Mrs. S. B. Winslow, Mr. J. F. Swindells, Major D. L. Harding, Mr. R. A. North, Mr. L. S. Archbutt, Mr. S. J. D. Stutley, Sir William and Lady Brangate, Miss E. V. Dodd, Mr. and Mrs. W. H. Davis, Mr. C. T. Davis, Mr. and Mrs. Goldsmith, Mr. F. S. Rappin, Mrs. F. H. Blackland, Mr. and Mrs. C. E. Whiting, Mr. and Mrs. James Noble, Miss M. A. Noble, Miss D. L. Noble, Miss Ada Ray, Mr. L. M. Simonson, Mr. Paul Palamoutian, Rev. and Mrs. S. H. T. Stonelike, for Kobe: Mr. G. L. Furnis, Mrs. Furnis, Mrs. E. L. S. Henry, Miss Millicent G. Ward, for Yokohama: Mrs. L. A. T. Nettel, Mrs. C. H. Ramsay, Miss B. H. Hayes, Mr. R. Morris, Mr. A. B. Dahl, Mrs. Morris, Mr. M. B. Wigston, Major R. E. Goldard, Mr. C. G. A. Etherington, Mrs. L. B. Blackland, Miss T. B. Blackland, Miss J. M. Palmer, Miss Mabel M. Ford.

Per R.M.S. *Empress of Canada*, on September 14th:—Mr. S. Arnetta, Mr. G. S. Andrews, Mrs. Y. Bond, Mr. H. Cousen, Miss M. Constantine, Mr. and Mrs. W. V. B. Campbell, Mr. C. W. Carrier, Mrs. L. Crash, Mr. H. A. Daggett, Mr. C. R. Drayton, Mr. and Mrs. Edgcombe, Mr. L. Forster, Mr. and Mrs. H. Gale, Miss H. Greathhead, Sir S. N. Huillemard, Mr. A. Gysen, Mr. J. D. Hall, Mrs. J. Hull, Mrs. S. Howard, Miss M. Howard, Miss N. B. Hawkins, Mrs. C. L. Lowder, Miss J. M. Lowder, Mr. J. M. Lugo, Miss Lefever, Mr. J. B. Loring, Mr. J. P. Loring, Mr. N. Mathison, Mrs. P. Meares, Mrs. J. E. Moffatt, Miss J. J. Moffatt, Mr. R. A. Nicholson, Mr. G. A. Nelson, Mr. C. Prosser, Mr. W. P. Roop, Rev. and Mrs. S. P. Spencer, Capt. and Mrs. T. R. Shearer, Mrs. E. F. Sharp, Miss B. F. Sharp, Mr. and Mrs. H. H. Tasker, Mr. and Mrs. E. W. Wilson, Mr. P. C. Whitaker, Mr. F. Abad, Mr. E. Abad, Miss J. Braga, Miss M. Cooper, Mr. B. F. Davis, Miss E. Dalingeur, Mr. A. A. Dorsey, Mr. G. Enriquez, Mr. J. Forsyth, Mr. H. S. Frank, Mr. J. J. Hughes, Mr. and Mrs. C. J. Miller, Miss I. M. Menton, Mrs. C. Miller, Miss E. M. Phillips, Mr. P. C. Patil, Mr. S. M. Paulet, Mr. F. M. Pineda, Mrs. T. F. Smith, Mr. R. H. Triem.

VESSELS EXPECTED

Ajuz (Blue Funnel), due Sept. 17th, day-light.
Bellerophon (Blue Funnel), due October 12th.
Changsha, due October 20th.
Hakodate Maru (N.Y.K.), due Sept. 19th.
Helenus (Blue Funnel), due Sept. 23th.
Japan (B.L.), due Sept. 20th.
Orestes (Blue Funnel), due Sept. 19th.
Polyphemus (Blue Funnel), due October 8th.
President Cleveland (P.M.), due to-day.
President Wilson (P.M.), due Sept. 30th.
Taiyuan, due Sept. 30th.
Tamba Maru (N.Y.K.), due Sept. 17th.
Tottori Maru (N.Y.K.), due Sept. 23rd.
Tyndarus (Blue Funnel), due Sept. 21st.
Yamagata Maru (N.Y.K.), due Sept. 17th.
Yungtze (Blue Funnel), due October 12th.

WEATHER REPORT.

September 14th, at 11.37.—Pressure has decreased considerably at Vladivostok and increased slightly at Fuzhou to Indo-China. It has decreased slightly over S.W. China, the Lochoos and Luzon. An anticyclone is central to the north of Tokyo and a trough of low pressure extends from Indo-China to the east of Luzon. A typhoon may be forming in its eastern extremity.

Moderate N.E. monsoon may be expected along the S.E. coast of China.
 Hongkong Rainfall for the 24 hours ending at 10 a.m., 14th Sept. 0.23 inch. Total since January 1st, 1922, 12.4 inches, against an average of 70.6 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast
 Hongkong to Cap Rock N.E. winds, moderate; fair.
 Formosa Channel The same as No. 1.

South coast of China between the sea at Hongkong and Loochoos The same as No. 1.

South coast of China between Hongkong and Hainan The same as No. 1.

HONGKONG TIDE TABLE.

From Sept. 15th to 21st, 1922.

Day of Week	Days of Month	High Water			Low Water		
		H'kong Standard Time	Height	H'kong Standard Time	Height	H'kong Standard Time	Height
Fri	15	h. m.	ft.	h. m.	ft.	h. m.	ft.
		2 50	6.3	12 54	2.6		
		5 44	4.4	8 30	4.1		
		7 43	5.3	10 43	3.2		
Sat	16	h. m.	ft.	h. m.	ft.	h. m.	ft.
		8 12	4.5	10 36	4.1		
		5 15	6.8	0 38	1.8		
		7 24	4.9				
Mon	18	h. m.	ft.	h. m.	ft.	h. m.	ft.
		6 18	7.2	0 4	3.7		
		7 43	5.3	1 40	1.5		
Tues	19	h. m.	ft.	h. m.	ft.	h. m.	ft.
		7 14	7.4	1 9	3.2		
		8 18	5.7	9 18	1.8		
Wed	20	h. m.	ft.	h. m.	ft.	h. m.	ft.
		8 7	7.6	1 59	2.6		
		8 52	6.1	2 55	1.3		
Thur	21	h. m.	ft.	h. m.	ft.	h. m.	ft.
		8 59	7.6	2 47	2.1		
		9 27	6.5	3 31	1.4		

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAMBURG via LONDON & ROTTERDAM	Matsumoto Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
BOSTON & New York via Suez	City of Bristol	Brit.	The Bank Line, Limited	On 15th inst.
NEW YORK & Boston	Slavic Prince	Brit.	Princes Line	End of inst.
SAN FRANCISCO	Dewey	Am.	Struthers & Barry	On 10th Oct.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	President Cleveland	China	Pacific Mail S.S. Co.	On 18th inst.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	Empress Canada	Brit.	Canadian Pacific O.S. Ltd.	About 23rd inst.
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Iyo Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at 11 a.m.
VICTORIA, SEATTLE & VANCOUVER via SHANGHAI, JAPAN, &c.	Osaka Shosen Kaisha	Jap.	Osaka Shosen Kaisha	On 18th inst.
VICTORIA, SEATTLE & VANCOUVER	Talhybuis	Brit.	Butterfield & Swire	On 18th inst.
VICTORIA, SEATTLE & VANCOUVER	Empress Russia	Brit.	Canadian Pacific O.S. Ltd.	On 5th Oct.
VANCOUVER via SHANGHAI & JAPAN, &c.	Kaiyan	Brit.	P. & O. B. I. & A. L.	On 11th Oct.
MARSEILLES, LONDON & ANTWERP	Amazona	Brit.	Messageries Maritimes	About 19th inst.
MARSEILLES, LONDON & ANTWERP	Amata Maru	Jap.	Nippon Yusen Kaisha	On 15th inst., at 11 a.m.
MARSEILLES, LONDON & ANTWERP	Laomedon	Brit.	Butterfield & Swire	On 2nd Oct.
MARSEILLES, LONDON & ANTWERP	City of Yokohama	Brit.	The Bank Line, Ltd.	On 25th inst.
LONDON, ROTTERDAM & HAMBURG	Glenade	Brit.	Jardine, Matheson & Co. Ltd.	On 24th inst.
LONDON, ROTTERDAM & HAMBURG	Genoa	Brit.	Butterfield & Swire	On 17th inst.
GENOA, MARSEILLES & LIVERPOOL	Gemma	Dut.	Java-China-Japan-Lijn	On 20th inst.
ROTTERDAM, AMSTERDAM & HAMBURG	Macedonia	Brit.	P. & O. B. I. & A. L.	On 20th inst.
BOMBAY, MASARILLA, LONDON & ANTWERP	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Fooksang	Brit.	Jardine, Matheson & Co. Ltd.	On 25th inst., at 3 p.m.
SWATOW & CALCUTTA	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 30th inst.
SINGAPORE & BELAWAN-DELI	Peria	Brit.	Dedwell & Co., Ltd.	About 25th inst.
BRINDISI, VENICE & TRIESTE	Hutchins	Brit.	Butterfield & Swire	On 17th inst., at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	Takura Maru	Jap.	Yamashita Kisen Kaisha	About 28th inst.
HAIPHONG via Hobei & Peking	Houai Maru	Brit.	Jardine, Matheson & Co. Ltd.	On 25th inst., at 2 p.m.
KEELUNG via SWATOW & AMOY	Tanaka Maru	Jap.	Nippon Yusen Kaisha	On 19th inst., at 11 a.m.
SANDAKAN	Araura	Brit.	P. & O. B. I. & A. L.	On 14th Oct.
AUSTRALIAN PORTS via MANILA	Waikling	Brit.	Jardine, Matheson & Co. Ltd.	On 15th inst., at Noon.
AUSTRALIAN PORTS	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at Noon.
TSINGTAI via SWATOW & SHANGHAI	Angers	Brit.	Messageries Maritimes	About 15th inst.
SHANGHAI, KOBE & YOKOHAMA	Manila	Brit.	P. & O. B. I. & A. L.	About 5th Oct.
SHANGHAI & JAPAN	Trieste	Brit.	Dedwell & Co., Ltd.	On 5th Oct., at Noon.
SHANGHAI	Laisang	Brit.	Jardine, Matheson & Co. Ltd.	About 15th inst.
SAIGON	Typlajin	Dut.	Java-China-Japan-Lijn	On 17th inst.
DELI via BANGKOK, SAIGON & SINGAPORE	Bato Maru	Jap.	Osaka Shosen Kaisha	About 18th inst.
JAPAN	Tikini	Dut.	Java-China-Japan-Lijn	On 19th inst., at Noon.
BANGKOK via SWATOW	Chakwang	Brit.	Butterfield & Swire	On 19th inst., at 4 p.m.
SWATOW & BANGKOK	Kalgan	Brit.	Douglas Lapraik & Co.	On 15th inst., at 1 p.m.
SWATOW, AMOY & POOCHOW	Haifong	Brit.	Douglas Lapraik & Co.	On 15th inst., at 1 p.m.
SWATOW, AMOY & POOCHOW	Loongsang	Brit.	Jardine, Matheson & Co. Ltd.	On 15th inst., at 3 p.m.
MANILA, SINGAPORE, BATAVIA, SAMARANG, &c.	Elkridge	Am.	Struthers & Barry	On 25th inst.
AMOY, MANILA, CEBU & ILOILO	Tean	Brit.	Butterfield & Swire	On 17th inst., at D.L.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver & Montreal.

From Hongkong	Arrive Vancouver	From Canada	Due England
Empress Canada	Sept. 23	Oct. 8	Oct. 10
Empress Britain	Oct. 17	Oct. 24	
Empress Russia	Oct. 5	Oct. 23	Oct. 31
Empress Australia	Oct. 25	Nov. 13	Nov. 30
Empress Asia	Nov. 2	Nov. 20	Nov. 28
Empress Canada	Nov. 13	Dec. 4	Dec. 12
Empress Russia	Nov. 30	Dec. 18	Dec. 26

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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 Hongkong Office. Telephone Central 752. Cable Address: GACANPAC.

N. Y. K.

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

IYO MARU (calling Keelung) ... Saturday, 18th Sept., at 11 a.m.

SEIDZUOKA MARU ... Saturday, 30th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ATSUTA MARU ... Saturday, 18th Sept., at 11 a.m.

KASHIMA MARU ... Friday, 28th Sept., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

MATSUMOTO MARU ... Tuesday, 26th September.

LIVERPOOL & GLASGOW via MARSEILLES.

SYDNEY & MELBOURNE via Manila, &c.

TANGO MARU ... Tuesday, 19th Sept., at 11 a.m.

YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.

NEW YORK, via PANAMA.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

KANAGAWA MARU ... Tuesday, 3rd October.

BOMBAY via Singapore and Colombo.

SANUKI MARU ... Monday, 25th Sept.

QALOUTTA via Singapore, Penang & Rangoon.

HAKODATE MARU ... Wednesday, 20th Sept.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 13th Oct., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU (omitting Shanghai) ... Sunday, 17th Sept.

YAMAGATA MARU ... Monday, 18th Sept.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone: Central No. 293 & 292. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
 FROM HONGKONG BY DIRECT ROUTE.

"Dewey" ... Due Hongkong 8th Oct.
 Leaves Hongkong 10th Oct.
 "Elkridge" ... Due Hongkong 8th Nov.
 Leaves Hongkong 8th Nov.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
 SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF
 LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, BATAVIA,
 SAMARANG AND SOERABAYA.

"Elkridge" ... Due Hongkong 24th Sept.
 Leaves Hongkong 25th Sept.
 "West Prospect" ... Due Hongkong 13th Oct.
 Leaves Hongkong 14th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information Apply To—

STRUTHERS AND BARRY.

L. EVERETT,
 General Agent for
 JAPAN-CHINA-PHILIPPINES
 INDO-CHINA-STRANITS & JAVA.
 1st Floor, Powell's Building,
 Central Phone No. 3008.
 G. P. BRADFORD, Res. Agent.

THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT
 INSURANCE BANKERS.

Tickets issued, Letters of Credit & Circular Notes Issued and Cashed,
 "FAR EASTERN TRAVELLERS GAZETTE"
 free on application.

150 OFFICES THROUGHOUT THE WORLD 150

HONGKONG, SHANGHAI, TIENTSIN, PEKING & YOKOHAMA
 Chief Office—LUDGATE CIRCUS, LONDON E.C.

Local Address—Hongkong Hotel Building,
 HONGKONG.
 Telegraphic address: "COUPON". Telephone No. 524-5.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "INDIEN"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,
 COPENHAGEN and other SCANDINAVIAN PORTS,
 about 2nd of October.

Further Sailings.	Expected on or about	Will leave for above ports on or about
M/S. "Asia"	4th October.	11th November.
M/S. "Panama"	15th October.	22nd November.
M/S. "Malaya"	26th October.	2nd December.

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

Agents.

"PHILIPS"

A "PHILIPS" LAMP
 IS A PERMANENT
 ECONOMY

SOLE AGENTS

Holland-China Trading Co.
 Hong Kong

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "NILE" "GORJISTAN" "ARMANESTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

1. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

1. "CITY OF YOKOHAMA" ... 30th Sept. ... London, Antwerp, Hamburg & Leith.

PASSENGER SERVICE.

1. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 2. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 3. "CITY OF SINGAPORE" ... mid. March ... Marseilles & London.
 4. "CITY OF FOONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.

REISS & CO., CANTON.

(Tel. Central 780).

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BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "CITY OF BRISTOL" ... via Suez Canal ... 15th Sept.
 2. "CITY OF LINCOLN" ... via Suez Canal ... 25th Sept.
 3. "PELEUS" ... via Suez Canal ... 5th October.
 4. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.

(Steamers proceed via Suez Canal or Panama Canal at Owners' option.)
 Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, 33 THE BANK LINE LTD., HONGKONG
 (JOHN SWIRE & SONS, LTD.)
 HONGKONG AND CANTON. REISS & CO., CANTON.

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MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATIONS. STEAMER & DISPLACEMENT. SAILING DATES.

SHANGHAI, KOBE & YOKOHAMA. "ANGERS" 15,000 ... On or about 15th Sept.
 "AZAY LE RIDEAU" 15,000 ... On or about 29th Sept.

MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID. "AMAZON" 11,000 ... On or about 19th Sept.
 "ANGOR" 15,000 ... On or about 3rd Oct.
 "ANGERS" 15,000 ... On or about 17th Oct.
 "AZAY LE RIDEAU" 15,000 ... On or about 31st Oct.
 "PORTOS" 20,000 ... On or about 14th Nov.

COMMERCIAL LINE

ORAN, PORT-LEZ-TOURNAI, "LT. ST. LOUBERT-BIE" ... About 26th Sept.
 "LT. DE MISSISSY" ... Mid. Oct.
 HAYE, DUNKIRK & ANTWERP. "MEINAM" ... 1st part Nov.
 "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to
 CONSIGNATION-TRANSIT-REPRESENTATION:
 Telephone Central 740.

A. JOBARD,

Acting Agent,

Queen's Building.

DOUGLAS STEAMSHIP CO., LTD**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Stewards and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

(AND RETURN)

(Occupying 9 or 16 Days)

HAIPHONG ... Capt. W. C. Passmore ... Friday, 15th Sept., at 1 p.m.
 HAIPHONG ... Capt. W. S. Turnbull ... Tuesday, 19th Sept., at 1 p.m.
 HAIPHONG ... Capt. J. S. Thomson ... Friday, 22nd Sept., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAK & CO.,
General Manager.**JAPAN COAL**

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
 THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHoji KAISHA

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKIO.

No. 14, PEDDER ST., HONGKONG.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"SOUDAN"	8,896	24th Sept.	Spain, Panama, Colombo & Bombay
"MACEDONIA"	10,513	27th Sept.	Bombay, Marseilles, London & Antwerp.
"KALYAN"	8,987	11th Oct.	Marseilles, London & Antwerp.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARNATA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	10th Jan. 1923	do.
"SAPINDIA"	6,580	24th Jan.	do.
"NELLORE"	6,863	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	8,066	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KNYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	17th Sept.	Singapore only.
"JANUS"	4,824	29th Sept.	Calcutta via Singapore, & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	4th Oct.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,052	20th Sept.	Japan via Amoy.
"MANTUA"	10,902	24th Sept.	Shanghai & Japan.
"DONGOLA"	8,066	7th Oct.	Shanghai & Japan.
"ST. ALBANS"	6,000	9th Oct.	Japan.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while await in the on carrying steamer.

First Saloon Passengers may travel by D.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the hull of their P. & O. Tickets.

Also service to Colombo.

All cabins are fitted with Electric Fans free of charge.

Passes bearing not more than 24 ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—

Monthly direct service via Singapore and Port Said.

"LONDON MARU" (Taking Passengers to Europe) Wednesday, 20th Sept.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.

"TACOMA MARU" Tuesday, 19th Sept.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE.

"BIRMA MARU" Monday, 26th Sept.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly Passenger Service.

"BUSHO MARU" Sunday, 17th Sept.

CALCUTTA via SINGAPORE & BANGKOK.

"SAIGON MARU" Saturday, 30th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

"ALABAMA MARU" Saturday, 16th Sept.

NEW YORK via P. MANA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"HAYE MARU" Tuesday, 10th Oct.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Osaka.

"PEKING MARU" Monday, 18th Sept.

"ALPS MARU" Friday, 8th Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.

"KANO MARU" Every Sunday.

"AMAKUSA MARU" ... Thursday, 21st Sept.

TAKAO via SWATOW AMOY.

"BOSU MARU" ... Y. YASUDA, Manager.

Tel. Central No. 4080.

Telephone Central 3165.

Telegrams (Faraprice).

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POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date
SHANGHAI ...	Swing ...	15th Sept.
SHANGHAI ...	Yingchow ...	15th Sept.
SHANGHAI ...	Anger ...	15th Sept.
U.S.A. HONOLULU & MANILA ...	P. Cleveland ...	15th Sept.
CALCUTTA & STRAITS ...	Famagata Maru ...	17th Sept.
EUROPE via Suez (Passenger only, Lon- don 17th August) ...	Tambo Maru ...	17th Sept.
STRAITS ...	Tanjo Maru ...	15th Sept.
JAPAN ...	Bakodate Maru ...	19th Sept.
STRAITS ...	Tottori Maru ...	23rd Sept.

OUTWARD MAILS.

For	Per	Date
Ningpo ...	Waikang ...	Friday, 15th, 10.00 A.M.
Straits and Malacca ...	Song Ma ...	Friday, 15th, 10.00 A.M.
Singapore ...	Cadastre ...	Friday, 15th, 10.00 A.M.
Shanghai, North China and Japan ...	Anger ...	Friday, 15th, Noon
Singapore, Amoy and Foochow ...	Taihang ...	Friday, 15th, 2.00 P.M.
Philippine Islands ...	Loongang ...	Friday, 15th, 2.00 P.M.
Singapore ...	Foochow ...	Friday, 15th, 2.00 P.M.
Shanghai and North China ...	Tyden ...	Friday, 15th, 3.00 P.M.
Pakel and Haiphong ...	Katiping ...	Friday, 15th, 3.00 P.M.
Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanushkodi, Egypt & Europe via MARSEILLES (due Marseilles 18th Oct.) ...	Atolia Maru ...	Saturday, 16th, 8.45 A.M.
Keelung ...	Iyo Maru ...	Saturday, 16th, 10.00 A.M.
Shanghai, North China, Japan, Honolulu, Canada, U.S.A. Central & South America & EUROPE via SAN FRANCISCO due San Fran- cisco 11th October ...	China ...	Saturday, 16th, 9.45 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"TEIRESIAS" 25th SEPT. London, Amsterdam & Antwerp.
 "LAOMEDON" 2nd OCT. London, Rotterdam & Hamburg.
 "ANTIOCHUS" 9th OCT. London, Amsterdam & Antwerp.
 "HYSON" 16th OCT. London, Rotterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"AJAX" 17th SEPT. Genoa, Marseilles & Liverpool.
 "HECTOR" 20th SEPT. Liverpool & Glasgow.
 "KNIGHT TEMPLAR" 5th OCT. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).

"TALTHYBIUS" 19th SEPT. Victoria, Seattle & Vancouver.
 "TYNDAREUS" 17th OCT. "

NEW YORK SERVICE

(VIA SUEZ OR PANAMA).

"PELEUS" 5th OCT. via Suez.
 "AGAMEMNON" 25th OCT. via Suez.
 "TEUCER" 15th NOV. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 25th SEPT. for Singapore & London.
 "PYRRHUS" 1st NOV. for Shanghai & Japan.
 "PYRRHUS" 4th DEC. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
 (JOHN SWIRE & SONS, LTD.)
 AGENTS.

ASIA BANKING CORPORATION

CAPITAL U.S. \$4,000,000. SURPLUS U.S. \$1,100,000.
 Controlled by a group of large American Banks and operated under laws of the
 Federal Reserve Bank and the New York State Banking Department.
 Current and Savings Accounts and Fixed Deposits opened in U.S. Currency, Sterling,
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 Through our correspondents in all parts of the World we are qualified to render an
 International Banking Service that is economical, accurate and prompt.

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 NEW YORK

HEAD OFFICE IN THE FAR EAST:
 SHANGHAI

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 PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
 SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
 MANAGER.

DAIRY FARM NEWS.

DAIRY PRODUCE.

Fresh Milk Fresh Cream Full Rich
 Sterilized Milk BUTTER.
 Skimmed Daisy Brand
 Butter Starmark Brand
 Boured Dairymaid Brand

CHEESE.

Edam
 Australian Cheddar
 American Stilton
 Kraft Pasteurized
 Concommer
 Picnic.

Canadian Salmon 70 Per lb.
 Potatoes 10

THE DAIRY FARM, ICE & COLD
 STORAGE CO. LTD.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE

St. George's Building, HONGKONG.

Chairman of Board of Directors

Mr. WONG SHIU HAM.

Chief Manager... Mr. L. S. HOLM.
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Foreign exchange and General Banking
 business transacted.

Current, Savings and Fixed Deposits bear
 interest at rates of 2 per cent, 4 per cent, and
 8 per cent, per annum, respectively.

L. S. HOLM.
 Hongkong October 2nd 1922

COMMERCIAL

OPENING QUOTATIONS

14th September, 1922.

On LONDON...	2/8 1/2
Telegraphic Transfer ...	2/8 1/2
Bank Bill, on demand ...	2/8 1/2
Bank Bill, at 30 days sight ...	2/7 1/2
Bank Bill, at 6 months sight ...	2/7 1/2
Credit, at 6 months sight ...	2/7 1/2
Documentary Bill, at 6 months sight ...	2/7 1/2
On PARIS...	74 1/2
Bank Bill, on demand ...	74 1/2
Credit, at 6 months sight ...	75
On NEW YORK...	57
Bank Bill, on demand ...	57
Credit, at 60 days sight ...	58 1/2
On BOMBAY...	197 1/2
Telegraphic Transfer ...	197 1/2
Bank Bill, on demand ...	197 1/2
On CALCUTTA...	197 1/2
Telegraphic Transfer ...	197 1/2
Bank Bill, on demand ...	197 1/2
On SHANGHAI...	116 1/2
Bank Bill, at sight ...	116 1/2
Private, 30 days sight ...	116 1/2
On YOKOHAMA—On demand ...	116 1/2
On MANILA—On demand ...	116 1/2
On SINGAPORE—On demand ...	116 1/2
On BATAVIA—On demand ...	148 1/2
On HONGKONG—On demand ...	148 1/2
On SAIGON—On demand ...	116 1/2
On BANGKOK—On demand ...	116 1/2
SOVEREIGN, Bank's Buying rate ...	8.75
GOLD LEAF 100 fine per tael ...	44 1/2
BAR SILVER per oz. ...	36 1/2